LINCOLN COUNTY

1856 - 1956

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B. Mc Kinley.

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176 Geneva Street
ST. CATHARINES, ONT.

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LINCOLN COUNTY

1856 - 1956

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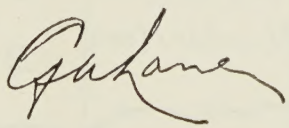
The Warden's Message

As we look back over the century that has just passed, with its story of struggle and hardship and of progress, we become aware of our valuable heritage as citizens of this county of Lincoln. It is fitting on this occasion to consider some of the special advantages which we enjoy, and for which we should be grateful.

Lincoln County is rich in history and in natural charms. Its accessible position in the Great Lakes area explains both its prominence in the early history of Canada, and its promising future. Its unique combination of climate and soil is responsible for the remarkable variety in the products of its fields and orchards. This agricultural development has been paced by the growth of large and diverse industries. Our steadily improving transportation facilities have contributed greatly to the prosperity of both. The pleasant relationship between the City of St. Catharines, our county seat, and the county in dealing with the many services we jointly provide is indeed gratifying. We can take pride in our well-equipped hospitals, our fine schools, churches, shops and homes.

The history recorded in the following pages should make us realize that our most valuable possession is the example set by past generations. To have left us so rich a heritage, they must have been industrious, resourceful, courageous and loyal — loyal to their community, their church and the Crown. It is by their achievements that we today are able to enjoy the good things of life so abundantly in this Garden Spot of Canada. As we carry on, may we show the same strength of character in dealing with the many problems that lie before us. Let us not fail the succeeding generations.



WARDEN, COUNTY OF LINCOLN.

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First Meeting of Governor Simcoe and the Legislative Assembly.

From Wilderness To Garden

Attended by pomp and pageantry never again equalled in the history of the Dominion, the first parliament of Upper Canada held its first meeting on September 17, 1792. The tiny settlement town of Niagara was in gala mood that day and everyone turned out early for a look at the dignitaries who were to compose Upper Canada's first Legislative Assembly.

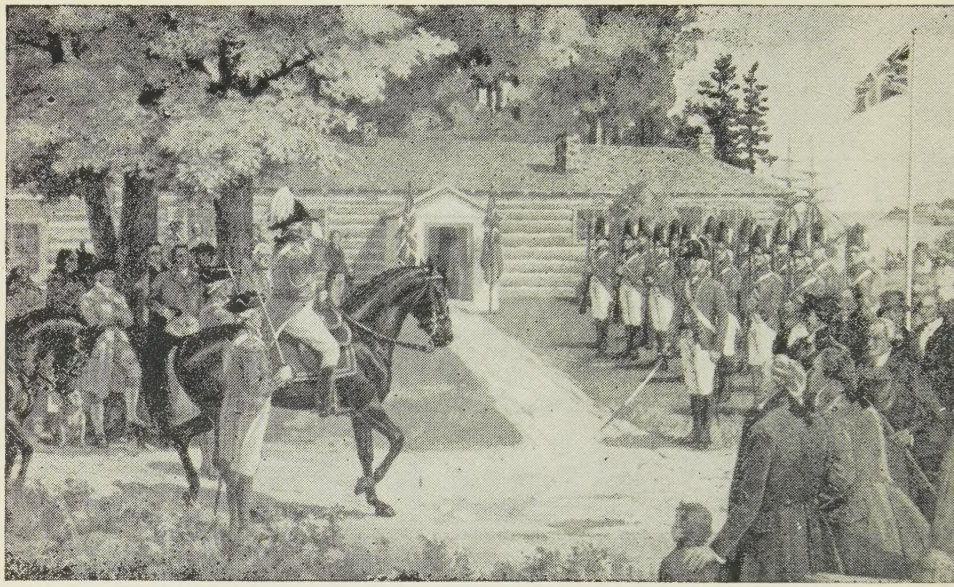
Heading the parade from Navy Hall to the small edifice which was to serve temporarily as the province's parliament building, Governor Simcoe gazed proudly over the cheering crowds which lined the commons. He had a tremendous job before him but he was confident of the loyal and enthusiastic support of the people he was to govern.

Not only was the whole town out that day but nearly the entire population of the Niagara district. Dressed in their Sunday best, each man, woman and child cheered wildly as the procession moved by. Detachments of soldiers from the various regiments formed a guard of honor marching along to the music of the regimental bands. Among the crowds were smartly dressed ladies, wives of the officials and regimental officers and wives of sober-faced men in the parade, men from all parts of the district of Nassau, feeling keenly the weight of the new responsibility resting on their shoulders.

Then there were the Indians. By the hundreds they came to rejoice in the momentous ceremony. The wide plain along the shore was thickly dotted with their tents. The Six Nations were there from the Grand River Valley — The Mohawks, Cayugas, Onondagas, Senecas, Oneidas and Tuscaroras. Mohawks from the Bay of Quinte had also arrived, and Chippawas from the Sault, besides a large encampment of Mississaugas, returning to their old camping grounds. Grouped around their chieftains in full regalia, they joined in the rejoicing in characteristic dignified fashion.

High above the scene, on a newly erected flag-pole, waved the Union Jack, while the guns from Fort Niagara boomed out the Royal salute.

This event was probably the most important ever to take place in Lincoln County. A milestone in Canadian history, it



Opening of Parliament, 1792

marked the end of a difficult era of unrest and readjustment and a beginning of a new era of growth and development.

The First White Men

From 1626 to 1776 explorers, voyagers, fur-traders and missionaries had visited the Niagara frontier. The first white people, however, to settle on the west side of the river were the Loyalists who had served with the British during the War of the Revolution. As the war progressed many Loyalist families, old men, women and children, fled to Fort Niagara for protection and remained there for the duration.

Loyalist Refugees

In 1778 one group of British soldiers under the command of Col. John Butler erected barracks on the west shore of Niagara on a strip of land that the Government had acquired from the Indians. A year later, Governor General Haldimand, concerned for the provisioning of Fort Niagara as well as the maintenance of the refugees who were flocking to the fort, suggested that the western strip be divided into plots for farming. The land was to remain government property while providing a rent free home to Loyalist farmers. They in turn were to undertake to dispose of any surplus to the Fort. The plan had the added advantage of providing occupation to a large civilian group until

they could return to their own homes. By 1782 Col. Butler reported a census of 16 families, 84 persons in all, established in the new colony named Butlersburg.

After a few years of this make-shift system of land tenure the Loyalists farmers became dissatisfied. Early in '83 they sought greater security and more rights in a petition for the granting of leases. The matter became urgent a few months later with the declaration of peace when it became evident that the new land was to be their future home.

Settlement

On the 16th of July that year, the King approved the surveying and granting of lands. As more and more families crossed the river they were obliged to take an oath of allegiance and, being approved, were allowed to proceed. It would appear that for the first few years they were merely allowed squatter's rights. In 1789 a Land Board, consisting of gentlemen of the district, was appointed by the Crown. The first members were Lieut. Col. Hunter, commander of the garrison at Fort Niagara, Peter Ten-Broek, Robert Hamilton, Benjamin Pawling and Nathaniel Pettit. They held their first meeting at Navy Hall and thereafter at various places throughout the district. They secured a surveyor, Augustus Jones, to draw a map of the various townships which were at first only numbered from One to Nine. They then proceeded to examine into the loyalty and character of persons claiming a settlement as they appeared before them. After taking the oath of allegiance for the second time the applicants received a "Location Ticket," specifying the quantity of land they and their families were entitled to. In most cases the claimants were already settled, some on surveyed lands, others on waste lands adjoining.

The new settlement was at first regarded as an extension of the province of Quebec and was administered in accordance with French civil law. Under seigniorial tenure as set down by the Quebec Act of 1774 judicial rights remained in the hands of the military commandant. By order of Governor General Haldimand in 1784 admission of four districts west of Montreal was proclaimed in which the English system of courts and justices was established. West Niagara, formerly Butlersburg, was the chief settlement in the District of Nassau.

Canada Bill

It was not until 1791, however, that the agitation of the settlers accustomed to the British tradition of parliamentary rights

Fur Trading with the Indians.

accomplished the passing of the Canada Bill in the House of Commons, establishing constitutional government in British North America. The Act divided Canada into two parts, each with a representative assembly and an appointed legislative council under a Governor.

Upper Canada

Col. John Graves Simcoe, former commander of the Queens's Rangers was appointed first Lieutenant Governor of Upper Canada.

He called a meeting of the first legislature at Niagara in September 1792.

Navy Hall, one of the earliest buildings now restored.

On his way to Niagara, Gov. Simcoe issued a proclamation from Kingston announcing the formation of the new province and fixing the boundaries of the electoral districts. After his arrival at Niagara he issued a proclamation dividing Upper Canada into nineteen counties to be represented in the first legislature by sixteen members.

Naming Lincoln County

His method of finding names for the counties and townships was simple and direct. He named each county after some English or Scottish county, and then named the townships after various towns within the original counties. The county of Lincoln was the name he gave to the Niagara district, and each township was given the name of an English town in Lincoln County, England. Thus were derived the names: Newark, Grantham, Louth, Clinton, Grimsby, Caistor, Gainsborough, Stamford, Thorold, Willoughby, Crowland and Bertie. The original name of Niagara township was changed by Simcoe to Newark, but the older name continued in use, and finally the new one was dropped.

Officers' Quarters on Niagara Commons.

The Lighthouse, Niagara.

The Legislative Council consisted of eight members who were called by writ or summons. Simcoe also formed the Executive Council for advice in matters of government.

Qualification of voters for the Assembly was the possession of a freehold of land of yearly value of forty shillings sterling. Qualification for Members of the Assembly was the possession of a dwelling house and a lot of ground of yearly value of five pounds sterling, the candidate to be a British subject but not a minister or priest of either Protestant or Roman Catholic Church.

Electoral Ridings

The four Ridings of Lincoln County as set fourth by Simcoe were as follows: recorded in D. W. Smyth's **A Short Topographical Description of His Majesty's Province of Upper Canada** (London, 1799)

"The first riding is bounded on the west by the county of York; on the south by the Grand River, called the Ouse, thence descending that river until it meets an Indian Road leading to the forks of the Chippawa Creek (now called the Welland) thence descending that creek until it meets the late township No 5, thence north along the said boundary until it intersects Lake Ontario thence along the south shore of Lake Ontario until it meets the south-east boundary of the County of York.

The second riding is bounded on the west by the first riding; on

the north by Lake Ontario; on the east by the river Niagara; and on the south by the northern boundary of the late townships, No 2, No 9 and No 10.

The third riding is bounded on the east by the river Niagara, on the south by the Chippawa or Welland; on the west by the eastern boundary of the first riding; and on the north by the southern boundary of the second riding.

The fourth riding is bounded on the east by the river Niagara; on the south by Lake Erie, to the mouth of the Grand River, or Ouse, thence up that river to the road leading from the Grand River to the forks of the Chippawa or Welland, and on the north by the said road until it strikes the forks of the Welland and thence down the Welland to the river Niagara. The fourth riding includes the islands comprised within easternmost boundaries of the river Niagara.

The boundaries of this county were established by Proclamation, the 16th July, 1792."

"The second and third riding send each one representative to the provincial parliament. The first riding sends one in conjunction with the Counties of Durham and York; and the fourth sends one, in conjunction with the county of Norfolk."

The representatives from the four divisions of Lincoln to the First Parliament were as follows: first Lincoln, Nathaniel Pettit;

The Guard House used as a landing place for all ships.

second Lincoln, Benjamin Pawling; third Lincoln, Isaac Swayze, and fourth Lincoln, Partial Terry.

Acts of First Parliament

The first Act passed by the new Parliament of Upper Canada established English law as the governing rule in all matters of dispute relating to property and civil rights. The second Act established trial by jury in all disputes of fact in any action real, personal or mixed, that came up for settlement in any of his Majesty's courts of justice. Trial by jury in all criminal trials had aleady been establshed by the Quebec Act of 1763. The third act established the Winchester Measure as standard for weights and measures throughout the province. The fourth was one for the more easy and speedy recovery of debts. And the fifth for the building of a Court House in every district of the province.

The second session of Parliament passed certain other acts important in the regulation of the province. The first was a statute for the better regulation of the militia; the second provided for nominations of parish and town officials; the third authorized and directed the laying of assessments and rates in every district; the fourth provided for the laying and keeping in repair of public highways in the province; the fifth was to confirm and make valid certain marriages heretofore contracted in the province (before there were any clergy present to officiate at marriages); the sixth was to fix times and places for holding courts within the several districts of the province; the seventh made provision for complete abolition of slavery in the province, (the earliest such act passed in any country); and the eighth act established a probate court in the province and a surrogate court in every district.

The third session passed three acts of importance; one for the regulation of juries; one to establish a superior court of criminal jurisdiction; and one for the licensing of public houses. The fourth session passed an act for the public registering of wills, deeds, and other encumbrances upon lands. The fifth session passed an act for the better regulation of coins current in the province.

After these five sessions of parliament, the seat of Government was moved from Newark to York, now Toronto, in order that it might be further away from the American border and the strong American fort at Niagara.

First Municipal Council

The first Municipal Council meeting in Upper Canada was held at The Forty (Grimsby) April 5, 1790, according to an order

from Court and an advertisement for the purpose. The council was composed of a clerk, constable, overseer of poor, overseers of roads and viewers of fences and prisers of damage. Three years later when other townships held council meetings, the council consisted of a clerk, overseers of roads, two assessors, a collector, a pound-keeper and two town wardens.

A Provincial Act of 1798 enacted "That the township of Clinton, Grimsby, Saltfleet, Barton, Ancaster, Glanford, Binbrook, Gainsborough and Caistor, do form and constitute the first riding of the County of Lincoln . . . that the townships of Newark, Grantham and Louth, do constitute and form the second riding of the County of Lincoln; provided always that the town and township of Newark, now generally called West Niagara, be henceforth declared and called the town and township of Niagara, respectively . . . That the townships of Stamford, Thorold, and Pelham, do constitute and form the third riding of the County of Lincoln and . . . That the townships of Bertie, Willoughby, Crowland, Humberstone and Wainfleet, do constitute and form the fourth riding of the county of Lincoln.

Thus was the first County of Lincoln established. In the following years the settlement of Upper Canada continued to grow. But it was not destined to be a peaceful settlement. The Border wars between the Indians and the United States continued and there was tension also between the newly formed states and Great Britain over various matters. And so it was that in 1808 the military laws were amended into one act for the raising and training of the militia of Upper Canada.

War of 1812

By 1811 when prospects of war seemed imminent, it was judged prudent to appoint a military man to the Head of Government. Accordingly Major-General Isaac Brock was made Administrator of the government of Upper Canada. When war was declared in 1812 five Lincoln regiments termed the 1st, 2nd, 3rd, 4th, and 5th, Regiments of Lincoln Militia went into action.

It was from his headquarters at Niagara that Gen. Brock set out on his famous campaigns of the war of 1812 - 14. Rumours of approaching conflict had been heard along the frontier for a decade before the outbreak. The population of Upper Canada by this time included many whose sympathies were not pro-British. It was cheap land and low tax rates rather than loyalist sentiment that had brought many recent settlers to the new territory. Others were indifferent to the idea of attempting to ward off an annexation which seemed inevitable, in view of Britain's preoccupations else-

The First Monument erected to the memory of General Brock on Queenston Heights, 13 Oct., 1824.

where with Napoleon. Brock, as military commandant and Lieut. Governor, was keenly aware of the dangers of the situation and did everything in his power to prepare Upper Canada for an attack.

His measures, however, were powerless against the overwhelming force assembled at Fort Niagara in the spring of 1813. Heavy bombardment from the fort soon emptied the little town across the river of its inhabitants, and incapacitated Fort George. The successful landing of the Americans forced the withdrawal of defending troops to Burlington Heights, and for six months Niagara was occupied by the enemy.

Through decisive defeats at other points in the Peninsula the American forces soon lost their early advantage. Driven back at Stoney Creek, at the Forty, and at Beaver Dam they were forced to retire within the settlement at Niagara. Since the approach of winter threatened to cut off communication and their source of supplies from Fort Niagara it was finally decided to evacuate. With the command to evacuate, however, came the fateful order to destroy the town of Newark.

This wanton act of the enemy troops did not go unavenged. Not only was a raiding party immediately organized to capture Fort Niagara and free its prisoners but this was the signal for the sacking of the whole length of the eastern side of the Niagara River, including

Buffalo and Black Rock. The three hundred buildings destroyed equalled the number burned at Niagara.

The erection of a new stronghold at Niagara, Fort Mississauga, prevented a repetition of the capture of Fort George the following summer. And it was at Lundy's Lane that a decisive battle occurred, making it increasingly evident that American ambitions would not be fulfilled. A final act of bravado saw the British army and navy in August 1814 attack Washington and burn its federal buildings. This was in retaliation for the destruction of both the old and new capitals of Upper Canada, Newark and York. The signing of the Treaty of Ghent settled the affair for all concerned.

General Brock and Laura Secord

Many stories of heroism and bravery have come out of this grim struggle, not the least being the gallant effort and sacrifice made by General Brock himself at the Battle of Queenston. On the heights overlooking the now peaceful countryside, stands the memorial erected in his honour by a grateful people. Nearby is a modest little monument recalling the action of a brave woman. Making her way through enemy lines, Laura Secord walked a distance of some twenty miles through densely wooded country to warn a British General of a planned attack by enemy forces. Her action resulted in a victory at Beaver Dam.

Since that unfortunate incident for which both sides paid dearly, the two great nations have lived side by side on terms of mutual trust and friendship unequalled anywhere else in the world. Although Canada has shared in the suffering and sacrifice of two major wars in recent years, never again has she experienced invasion.

After the war a period of replanting and rebuilding was begun, particularly along the Niagara Frontier where the villages of Niagara and St. Davids had been levelled by fire.

Changes in Lincoln County

In 1816 Lincoln County was again altered. By an act in that year the County of Wentworth was formed comprising "the townships of Saltfleet, Barton, Binbrook, Glanford, Ancaster, and the beach between Burlington Bay and Lake Ontario, and the promontory near Coote's paradise, and so much of the county of Haldimand as lies between Dundas street and the Onondaga village, commonly called Bearsfoot, including said villages." And the residue of the county of Lincoln and the county of Haldimand shall from henceforth be and remain the counties of Lincoln and Haldimand respectively."

In the following years the townships within the confines of Lincoln County expanded. Settlements became hamlets, then villag-

es and in some instances towns. And in 1856 the county was once again divided, this time into seven townships — Niagara, Grantham, Louth, Clinton, Gainsborough, Caistor and Grimsby. At this time a County Council was established, comprising a representative from each township, a Clerk and a Warden. The County seat was in Niagara-on-the-Lake from 1856 to 1862 and then removed to St. Catharines. The names of the first council recorded in 1857 are as follows:

James G. Currie, Warden; John S. Walker, Reeve for Clinton; William Junkin, Reeve for Grantham; Orson J. Phelps, Dep. Reeve for Grantham; William McGiverin, Reeve for St. Catharines; George Secord, Reeve for Gainsborough; Robert Miller, Reeve for Grimsby; James C. Woodruff, Reeve for Niagara; John Sheppard, Reeve for Caistor; George P. M. Ball, Reeve for Louth; John Powell, Reeve for Niagara Town; John M. Lawder, Dep. Reeve for Niagara Town.

Each township pays taxes to the county apportioned according to assessment, to pay for county services. These include road building, administration of justice, charity and welfare, aid to agriculture and public health. A recent development in the field of public health is the organization of the Lincoln County Health Unit, one of the first units in the province. Construction of a new home for the aged, Linhaven, is now in progress situated on the outskirts of St. Catharines. Plans are also under way for a new court house.

The council must keep pace with the growth of the townships and municipalities. Work increases and new problems must be solved. Lincoln County council, therefore, requires the services of far-seeing responsible citizens to plan and carry out the great work started by the council of a century ago.

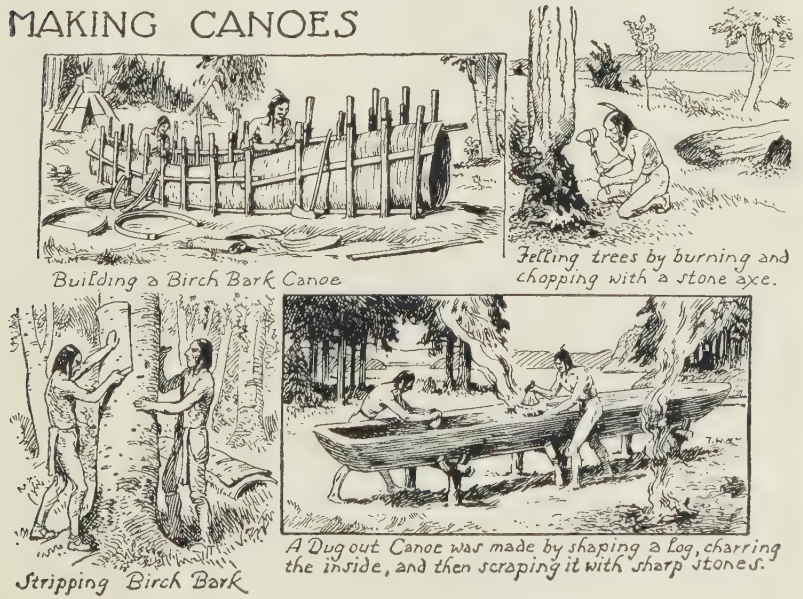
Clock Tower—memorial to veterans of 1914-1918.

Wilderness Dwellers

In his book, "Annals of Niagara", William Kirby gives a clear picture of the buffer zone which existed between the territories of the Iroquois Nation on the one side, and of the Hurons on the other, with the Neutral Indians in the middle.

Jesuit missionaries from Quebec, visiting the Niagara frontier in 1640 found it inhabited by Neutral Indians, so-called because of the incessant wars of the Iroquois and Hurons. The Neutral Nation took no part, but allowed the two powerful Nations to traverse their lands at will in attacking or retreating before each other.

This peculiar policy of the Neutrals served its object until about 1850, when the Iroquois finally conquered and drove out the Hurons from their territory. Whereupon the Iroquois ungratefully turned upon the Neutrals and exterminated them to the last man.


MAKING CANOES
Building a Birch Bark Canoe
Felling trees by burning and chopping with a stone axe.
Stripping Birch Bark
A Dug out Canoe was made by shaping a log, charring the inside, and then scraping it with sharp stones.

INDIAN AGRICULTURE
From Lafitau 1724
Indians breaking ground & sowing corn
When sowing corn Indians often put a small fish in each hill as fertilizer
Indian women gathering corn
Corn, squash, pumpkins, beans & tobacco were grown by Indians, especially Hurons & Iroquois

With the Neutrals disposed of, the Seneca tribe took over their country on the east side of the river. They allowed the western side to be occupied by the Mississaugas, a branch of the great Chippawa Nation from the northwest, who claimed the territory as having originally belonged to them before the Hurons seized it.

La Salle, on his second voyage to the west in 1878 found the Mississaugas in possession.

The present town of Niagara-on-the-Lake occupies the exact site of the ancient Neutral village of Onghiara, finally transformed into the word "Niagara." This is one word of the Neutral language which survives and which either gave to, or took from the river its name.

The Commons, according to Kirby, is the site of their gardens where they cultivated maize, pumpkins, beans and no doubt the lobelia plant which they used for tobacco. The Neutrals were nicknamed by the French, "Tobacco" Indians, from their trading with other Indians in this commodity.

Mississauga Indians

In their flight from their homes after the Revolutionary War, many Loyalist families landed at Mississauga Point, the easternmost corner of what is now Lincoln County where the Niagara River meets Lake Ontario. Here they found great numbers of Mississauga Indians encamped.

A young English traveller, Isaac Weld, Jr., visiting Newark in 1797, describes the men in general as being "very stout, and esteemed most excellent fishers and hunters; but less warlike, it is said, than any of the neighbouring Indians. They are of much darker complexion than any other Indians I have met. They keep the inhabitants supplied with fish and game, the value of which is estimated in bottles of rum and 'loves' of bread."

In order to provide land for the Loyalists the British government purchased a large tract of land from the Mississaugas or Great Sauks as they were sometimes called. The tract included the land west of the Niagara River between the two great lakes and as far west as the river La Tranche (Thames). Although the disbanded troops of the British army and Loyalists soon settled on this land the Mississaugas continued to dwell along the shores of Lake Ontario for a number of years until final payment was made. They had a "considerable town" at Port Credit.

Indian Councils

Many council meetings of various Indian tribes were held at Niagara in 1791, '93, '95, 1802 and 1812. Several of these took place in the Masons' Hall with such well-known Indian chieftains as Red Jacket, Farmer's Brother, Cornplanter and Captain Joseph Brant in attendance. At these meetings a regular ritual was observed, always including an address of welcome to the council fires by a chieftain. Usually the speech was marked by dignity and oratorical ability. A general Council of Condolence held

Indians playing Lacrosse.

at the Council House at Fort George, November 6, 1812, is particularly worthy of note. It was a council of the Six Nations Indians, and meeting with them were William Claus, General Deputy Superintendent, Captain John Norton and Captain J. B. Rousseaux. Little Cayuga Chief was the speaker and his address will live forever in the annals of our country:

> "Brothers! We therefore now seeing you darkened with grief, your eyes dim with tears and your throats stopped with the form of your affliction, with these strings of Wampum we wipe away your tears, we clear the passage in your throat that you may have free utterance for your thoughts and we wipe clear from blood the place of your abode. That the remains of your late beloved friend and Commander, General Brock, shall receive no injury, we cover it with this belt of Wampum, which we do from the grateful sensation which his friendship toward us inspired us with, and also in conformity with the customs of our ancestors." (Niagara Historical Society paper No. 32)

This Council of Condolence was held during the war when our Indian allies were fighting by our side. We must never forget the part they played in the victory of Brock at Detroit, of Sheaffe at Queenston Heights, and again at the Forty, Beaver Dam and Moravian town. Let us remember that Lincoln County was once the Indians' hunting ground, that they were pressed ever backward to make way for the resistless march of settlement and yet to this day they have remained our steadfast and loyal friends.

By Land, Sea And Air

Before the coming of the white man, the Neutral Indians, who occupied the Niagara Peninsula, did all their travelling by canoe or on foot. Their trails crossed the Peninsula in all directions, some of them later becoming important highways such as Highway No. 8, the Lakeshore Road, the Mountain Road, and the Creek Road through St. Davids. The tramping of countless moccasined feet had worn these trails from six to twelve inches into the ground.

Canoe proceeding along high rocky cliff.

Travel By Early Explorers

When the French missionaries and explorers entered into what is now Ontario, they used both the waterways and the Indian trails. History records that, in 1640, Fathers Brebeuf and Chaumont travelled over an Indian trail from Penetanguishene to the Indian village of Onguiara, now Niagara-on-the-Lake. It is thought that this trail traversed the wooded area where St. Catharines now stands.

After the close of the American Revolutionary War, many of the United Empire Loyalists who came to Upper Canada followed the Hudson and other rivers to Oswego, and then journeyed along the south shore of Lake Ontario to Newark. Many came on foot and horseback or rode in ox-carts or canvas-covered Conestogas, and

A Corduroy Road and Bridge.

others travelled by batteau or Schenectady boat. In winter they came on snow-shoes or travelled in trains of sleds.

Pioneer Roads

At the end of the eighteenth century scarcely a road worthy of the name existed. One of the main thoroughfares — the road around the head of Lake Ontario — was little better than an Indian trail. Therefore the chief means of travel was by canoe or boat. In her diary, Mrs. Simcoe, wife of the Lieutenant-Governor, records journeys by boat to The Forty, now Grimsby. The Portage Road, however, opened by the Loyalists in 1788 from Queenston to Chippawa, soon became an important route. In 1791 it became a Government Portage and was improved from time to time. Four or five yoke of oxen were used to haul the wagons over this portage. In 1800 the route averaged fifty wagons of freight travelling both ways. At this time Queenston was an important village boasting about twenty or thirty houses. A ferry worked by horses crossed regularly to Lewiston, then only a minor settlement of two houses.

As early as 1785 a road had been blazed from Niagara to Ancaster, the cost being met by public subscription. The Queenston-Grimsby road was surveyed in 1792 and partly completed by 1794. Before 1800 this road was opened to Burlington Inlet, as was the

road along the lake shore from Niagara to the Inlet. Besides this several short inland roads were built. In her diary Mrs. Simcoe refers to a road cut through the woods on top of the escarpment at The Forty in 1796. This was done by Mr. John Green at the Governor's request and expense.

In the early days roads were maintained by adjacent landowners but, as many lots were unsold or owned by absentees, or were clergy resrves, the maintenance was spotty. In the many swampy areas corduroy roads were built of tree trunks. Later clearing and drainage of the land left the logs high and dry and they soon rotted.

Stage Coach Days

The first stage-coach route in Upper Canada was established between Niagara, Chippawa and Fort Erie. This service was owned and operated by John Fanning of Chippawa. His advertisement was published in the Upper Canada Gazette as follows:

> My stage-coach is as easy as any in the province and the goodness of the horses and carefulness of the driver are exceeded by none. And customers will not be overcrowded in my coach for generally four and not exceeding five passengers will be admitted, while for the better accommodation of aristocratic passengers, way-passengers will not be taken but by request of the passengers.

In 1801 a stage was started between Chippawa and Ancaster. The first stage between Niagara and York began in 1816. After the

A Pioneer Stage-Coach.

This early form of carrying mail was often rescribed as an 'Indian Express'. It usually consisted of a white man, with one or two Indian Guides.

A Toll Gate.

building of the Great Western and other railways in the 1850's, stage coaches gradually disappeared except those serving side routes.

Gradually the roads were improved and gravelled. Between 1822 and 1850 many roads were turnpiked or made into toll-roads in order to secure better maintenance. Possibly the earliest toll-road was a section of the Queenston-Grimsby road in St. Catharines, established in 1823. Many of these roads were not maintained satisfactorily, some being no better than before the toll. Nevertheless, the system existed in some areas until the early 1900's.

From Canoe To Steamer

The principal mode of long-distance travel in these days was by canoe, batteau or schooner. Until after the war of 1812-14, most of the schooners were owned by the Government and were called King's ships. In 1792 Lieutenant-Governor and Mrs. Simcoe made their first journey to Niagara in the Onondaga, a King's ship. During the war most of the troops and provisions and some private freight were carried in the King's ships but many of the soldiers, as well as supplies, were conveyed in canoes and batteaux. After the war the number of schooners on the lakes increased as the young settlements grew. In 1816, when the first steamship was launched on Lake Ontario, more than sixty schooners were engaged in trade on that lake. For over sixty years the schooners competed successfully with the steamships. In the 1860's railways began to offer stiff competition to shipping and few schooners remained after 1880.

The Schooner H.M.S. Ontario, built in 1780.

S.S. Ontario, launched in 1816. One of the first steamships on the Great Lakes.

However, the steamships have always been able to compete successfully with the railways for bulk freight, particularly after the building of the successively larger Welland Canals. With passenger steamers better equipped and being gradually more luxurious after 1840, the number of passengers continued to increase until the late 1920's when automobile travel became more common. One steamer still operates between Queenston, Niagara and Toronto, and another at times between Port Dalhousie and Toronto.

Welland Ship Canal

In order to avoid the slow and costly portage of passengers and goods around Niagara Falls, the first Welland Canal was built between 1824 and 1829 by a private company under the inspired leadership of the Hon. William Hamilton Merritt. This canal followed the Twelve-Mile Creek valley from Port Dalhousie to Merritton and then proceeded by cut and lock up the escarpment to the summit reach at Port Robinson. It then followed the Welland river to the Niagara river at Chippawa, whence the ships ascended the river to Lake Erie. As the strong current in the Niagara river made it necessary to tow schooners, the extension of the canal from Port Robinson south to Port Colborne was undertaken and completed in

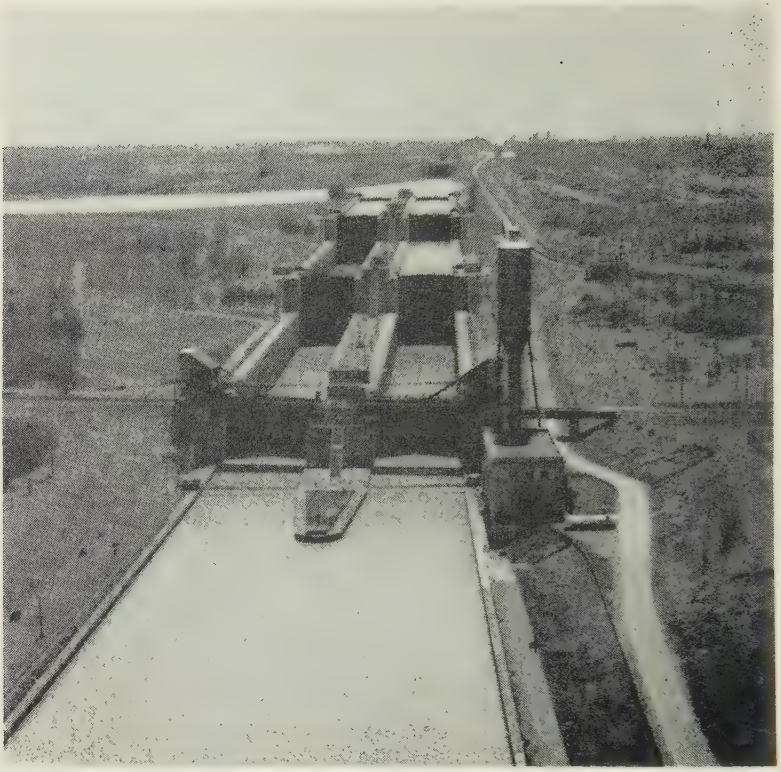
1833. This First Canal was 27½ miles long and provided 8-foot draft. It had 40 wooden locks 110 feet long and 22 feet wide.

Since the Welland Canal Company never had sufficient financial resources, it was necessary to obtain loans from the British and colonial governments, as well as to sell stock to the Government of Upper and Lower Canada. After the union of Upper and Lower Canada in 1841, the Province of Canada acquired all the stock in private hands.

It was then decided to enlarge the canal for 9-foot navigation. This enlargement, called the Second Canal, was completed in 1850. The locks were built of stone and the number was reduced to twenty-seven. They were 150 feet long and 27 feet wide. In 1853 the allowable draft was increased to 10 feet by lowering the bottom in the summit reach and by raising the lock walls and the banks of the other reaches. Between 1846 and 1887 the summit reach was gradually lowered by dredging so that the water required could be obtained from Lake Erie instead of from the Grand River at Dunnville by a feeder canal as formerly.

Between 1871 and 1887 the Third Canal was constructed to provide 12 foot draft. It followed the same route as the first two canals from Port Colborne to Allanburg but descended the escarp-

A view of the Third Canal.



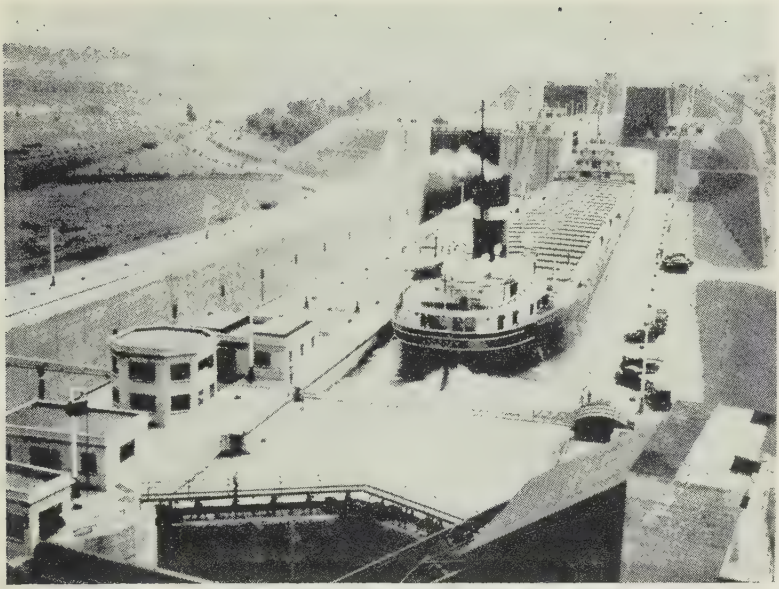
Twin Flight Locks on the Welland Canal.

ment by a different route and thence took a direct line to Port Dalhousie. Its locks were 270 feet long and 45 feet wide. Later, the allowable draft was increased to 14 feet.

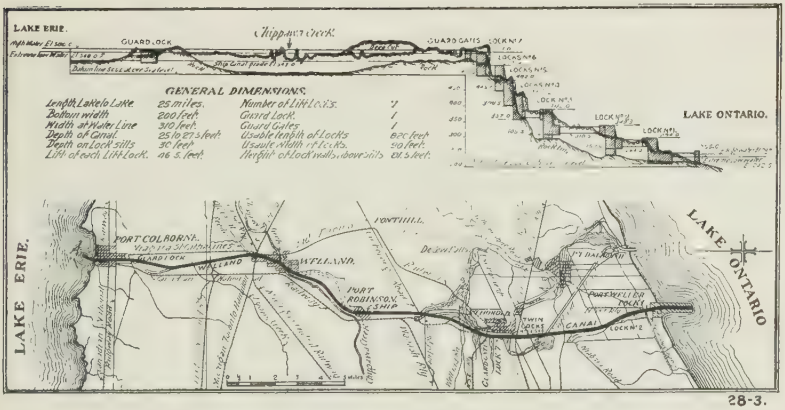
The increase in the size of lake ships made necessary the construction of a larger canal. This fourth canal, called the Welland Ship Canal, was begun in 1913 but due to the slackening of construction during the First World War, was not completed until 1932. From Port Colborne to Thorold the course of the Third Canal was followed, but from Thorold north, the Ten-Mile Creek was followed to a new harbour, Port Weller, built at Lake Ontario. The locks of this canal are 859 feet long and 80 feet wide and have 30 feet of water over their sills. The reaches now provide 23½ foot draft, but as part of the St. Lawrence Seaway plan, they are being deepened to give a 27 foot draft.

Steam Railroads

Rail travel was first introduced into Upper Canada in the late 1830's with the building of the Erie & Ontario Railway from Queens-

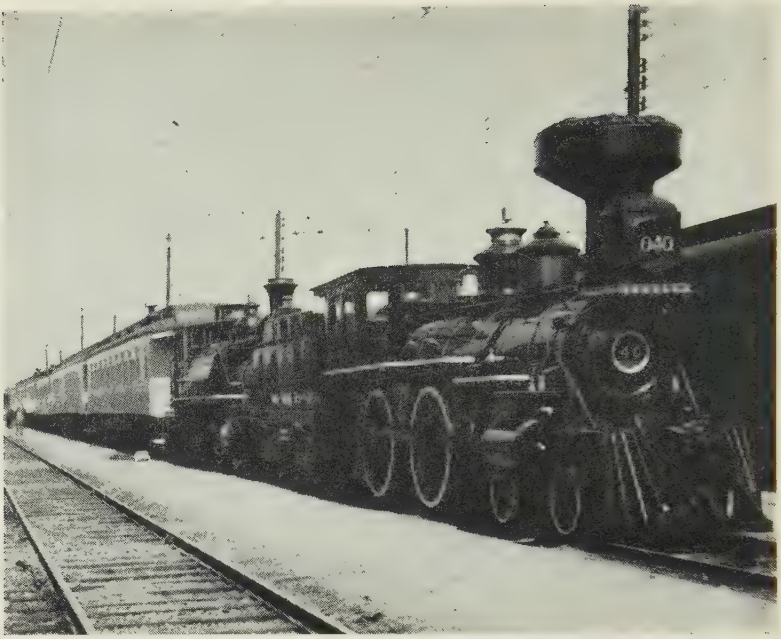


Official Opening Welland Ship Canal. S.S. Lemoyne moving upward from Lock 4 to 5, August 26, 1932.



Plan and Profile of the Welland Canal.

ton to Chippawa. The main part of the line was completed in 1839. The first cars were drawn by horses — three hitched tandem being frequently used on the upward journey. The rails were made of wood with iron wearing strips. In 1854 the line was rebuilt for locomotive operation and extended to Niagara. About 1860 it was extended in the opposite direction to Fort Erie. Later, it was taken over by the Great Western Railway and still later by the Michigan Central. The



C.N.R. Museum Train.

line continued in operation until the late 1920's.

Various factors contributed to the era of railway building but no doubt the greatest incentive was the Guarantee Act of 1849, which provided subsidies for railway lines over 70 miles long. In late 1852 or early 1853 the Great Western Railway, which now forms part of the Canadian National Railways system, was completed from Hamilton to Niagara Falls. In 1856 the Grand Trunk Railway along the north shore of Lake Ontario was completed, making a junction with the Great Western Railway. In this connection it has been recorded that the first car-building shop in Upper Canada was in Niagara, the cars being delivered by water. In 1896 the Toronto, Hamilton and Buffalo Railway was built through Grassie, Smithville and St. Ann's, thus giving railway service to the southern part of Lincoln County. The Michigan Central Railway, through the Canada Southern Railway, serves St. Davids and Niagara.

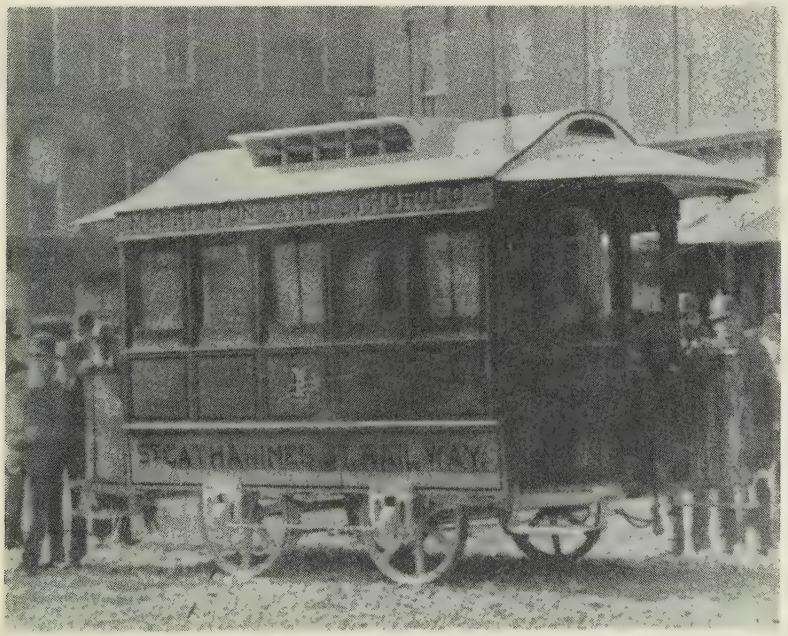
Electric Railways

Transportation service was also provided by urban and interurban electric railways. The largest and only existing system in Lincoln is that between Port Dalhousie and Port Colborne, and the St. Catharines, Merritton and Port Dalhousie line called the Niagara,

St. Catharines and Toronto Railway, referred to as the N.S. & T. Ry. It commenced operations in 1879 as a horse-drawn street railway in St. Catharines. In 1882 it was extended to Merritton and Thorold and in 1887 it was electrified. It amalgamated with a steam line built in 1893 to Port Dalhousie. In 1899 it absorbed and electrified the Niagara Central steam line which ran between St. Catharines and Niagara Falls. Between 1907 and 1911 an extension was built to Niagara but service on it was discontinued in 1931. In 1916 the Port Dalhousie to Merritton portion of the Welland Railway, built in 1859, was acquired under lease. This also was electrified. The possession of this piece of railway gave the N.S. & T. Ry. a high-speed, direct route between the Port Dalhousie dock and the International Railway at Niagara Falls. In 1919 the N.S. & T. Ry. was consolidated into the Canadian National Railways system.

In western Lincoln County the Hamilton, Grimsby and Beamsville Electric Railway, familiarly known as the H.G. & B. was for a number of years a great service to the people of this area. It received its charter in 1893 and its rails were first laid from Hamilton eastward through Bartonville, Stoney Creek, Winona to Grimsby and later extended to Grimsby Beach and Beamsville.

Passing as it did through the fine fruit-growing belt, with



The first St. Catharines Street Car, Horse Drawn.

orchards and vineyards stretching out on either side, the railway became widely known as a scenic route, and during blossom time, excursions were run daily with stopping places at various points of beauty. The coming of the motor cars and buses spelled the doom of the H.G. & B., and it was discontinued in 1930. Except for a few indications to be found along No. 8 Highway where its tracks were once laid, it now remains but a pleasant memory of bygone years.

Automotive Traffic

Over the years, roads have continued to be improved. The formation of the Good Roads Association in 1894 speeded up the building of new highways and improvement of the old ones. These improvements were also hastened by the appearance of automobiles in 1898 and the increasing numbers appearing on the roads after the First World War. In 1917 the Queenston-Grimsby Road was taken over by the county, and the following year it became part of Highway No. 8 in the system of Provincial highways. The Homer-Niagara Road also became a county road in 1917. This was the year in which the St. Catharines Suburban Roads Commission was set up.

The Queen Elizabeth Way which crosses the southern end of our county was graded in 1937 and 1938 and paved in 1940. The Henley Bridge carrying this highway over the Twelve Mile Creek was opened by their Majesties, King George VI and Queen Elizabeth on June 7th, 1939. The improvement of the highways has led to the introduction of freight-truck services as well as passenger bus services, such as those supplied by Gray Coach Lines, Canada Coach Line and by Canadian National Transportation.

Travel By Air

It was in the early days of the First World War that residents of Lincoln county began to be aware of the possibilities of air travel. The district was destined, however, to make a distinct contribution to aeronautics and became definitely air conscious when Beamsville was chosen as the site for a Royal Flying Corps training school. A good-sized aerodrome was built at Beamsville in 1917 and it was here that pilots received their final instruction in flying and training in gunnery. The aerodrome was closed at the end of the war.

The Municipal Airport in St. Catharines is now the centre of flying activity for the district.. Although the port is not extensive, it is well equipped and can accommodate planes as large as the DC-3. Aircraft parts are now manufactured in some of the local plants, and aircraft maintenance is one of the important industries of the area which is bound to grow.

Nature's Handiwork

To make the Niagara district the rich productive area that we find today, geologists estimate that forces of nature have been at work for millions of years. After a careful study of soil conditions, observation of rock formations and general topography, they have divided the formative period into two major cycles — a long period of peaceful development followed by alternating glacial and interglacial periods. The first great cycle gave the county its upland area covered with heavy glacial clays suitable to general farming. The second was instrumental in forming the great beaches with their light soils found to be ideal for fruit growing.

The upland, called the Niagara escarpment, extends north to the Bruce Peninsula. According to geologists it was created by periods of inundation and exposure. Long periods with the entire area under salt water were followed with equally long periods when the rocks emerged to be eroded by the forces of wind, water, and vary-

Rich Fruit Lands, from the Escarpment at Grimsby

ing degrees of temperature. Rivers flowed long enough to cut valleys and gorges.

The bed rocks of this great escarpment, extending to a depth of 75 to 100 feet, consist of huge deposits of sand, clay, and marl pressed slowly into sandstones and shales, alternating with deposits yielding harder rock such as the limestone and the dolomites. When above the seas, the surfaces of the softer rocks have been worn away, leaving the tougher speciments that are to be found on the top of the escarpment and forming the hard surface of the Niagara Falls.

Glacial Period

The second great cycle is known as the Pleistocene or glacial period. During this period it is thought that most of North America, all of Europe and a great part of Asia were covered with glaciers. In the Niagara area, the conformation of the land was radically changed as the earth sank or rose under the progression and recession of the gigantic ice sheets. It was largely during this period that the economic picture was set for the twentieth century. Deposits left as the glaciers receded resulted in the combination of boulder and clay found in the Fort Erie district, known as glacial moraines. Many of the broad valleys of the district with their meandering streams were carved out by rushing glacial rivers. The rich fruit belt, so important to the county is generally considered to be the road beach and lake bottom of Lake Iroquois, which emptied east at Rome, New York State. Its old shoreline, cliff, bar and beach may be charted for 190 miles from the Niagara River eastward to the Trent. As the glaciers receded and the earth moved upwards, Lake Iroquois gradually became the Lake Ontario we know today. The escarpment and the old lake bottom remain as a characteristic feature of the landscape.

Rivers and Streams

The Niagara River, like all the other streams of the area, is part of the great drainage system necessitated by the two levels, the pre-glacial escarpment and the glacial beaches. The bed of the Niagara River, some of which is still buried under glacial deposits, is considered to be partly the excavation of a pre-glacial gorge extending from the whirlpool to St. Davids. The Welland River, one of the largest draining the area, has probably been most radically changed by man. In addition there are small streams, some famous for the beauty of their falls, and all familiar and well-loved by the residents of the county. For the most part they have been

Ball's Fall on the Twenty Mile Creek at Jordan.

christened according to their distance from the mouth of the Niagara River — Four Mile, Ten, Twelve, Sixteen, Twenty, Thirty and Forty.

All these streams have influenced settlement. St. Catharines is on the site of the rude log bridge built by the Indians over the Twelve; Grimsby is located on the banks of the Forty; Port Dalhousie is on an indentation of the lakeshore caused by the presence of an underwater valley.

Fruit Growing on Prehistoric Beach

Until now, the land has therefore controlled the economic development of Lincoln County. As early as 1829, its potentialities were recognized and since then it has become the centre for the production of peaches and grapes for all Canada. Neither fruit can be grown elsewhere to the same perfection or with the same certainty of production, for no other North America continental fruit area is so sure of a crop year in and year out. The combination of lake and escarpment delays growth and bloom in the spring until past the time of late spring frost, and similarly lengthens the frost-free fruit maturity period in the fall.

The old Iroquois beach is the most desirable area. This varies in width from half a mile to six at Niagara. It comprises only a few square miles, yet because of power development it is highly vulnerable to industrialization. Much of the present industry, cities, towns and villages are already in this limited area. It has also become the passage-way between Ontario and the United States.

A retrospective review in a centennial publication is probably no place to discuss the future; but it is time for an appreciation of our inheritance and for a consideration of how it is being used. Is complete industrialization of this unique gift of nature inevitable?: or may we display the courage and decision of our ancestors, and give to posterity an unblemished and beautiful rural paradise?

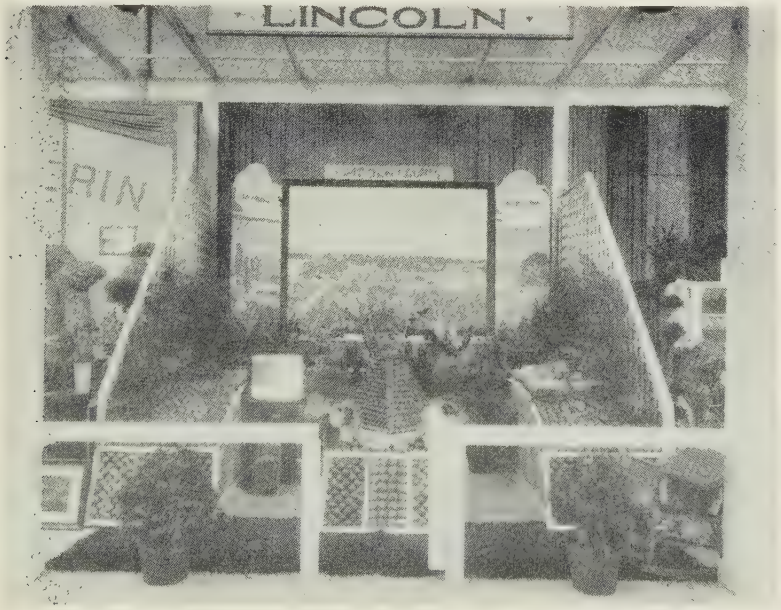
Planting The Garden

One of the first County organizations to come into being after the formation of the new Lincoln county was the Lincoln Agricultural Society. Devoted to the cause of creating interest in agriculture as well as improving horticultural practices and products, the society immediately set to work to sponsor an agricultural show. The first of these shows was held in 1857 soon after the organization of the society and attracted wide interest.

Lincoln Agricultural Show

An account of the third annual show appearing in the St. Catharines Constitutional, Oct. 19, 1859, gives an interesting glimpse of Lincoln county agriculture and leading growers of the county 100 years ago:

"The annual fair for this county was held last Friday in Grimsby. The weather was most favorable and the attendance very large. The show was excellent and the numerous entries evinced the steadily



Lincoln County's display at Canadian National Exhibition, Toronto.

Fruit trees in blossom time.

increasing usefulness of these exhibitions . . . The entries exceeded those of last year by nearly 400; 1013 being the number recorded by the secretary.

"There were six span of carriage horses, eight span of team horses and nine span for general purposes and thirteen buggy horses. The show of cattle was also large, Mr. J. R. Petit alone exhibiting 18 head of grade cattle and 12 head of Leicester sheep.

"The swine were prodigies in their way, those of S. Bradley and W. D. Kitchen being particularly remarked.

"Dennis Nixon's contributions alone were a little show in themselves — cabbage 27 lbs. each; 204 large potatoes, the yield of one; with fruit, tobacco and roots of various kinds entitled him to be classed among the most enterprizing.

"We also observed some very fine samples of field crops by J. S. Walker, Clinton; W. J. Parnell, Grantham; W. H. Read, Port Dalhousie; J. Nixon and Dr. Lundy, Grimsby and numerous others.

"The dairy products were excellent, the cheeses by Marlatt and Kitchen especially deserving notice.

"Palmer and Grout's improved mower and their stump extractor were admired and A. Harris of Beamsville exhibited a

cornsheller of excellent workmanship and design.

"The Domestic contributions were numerous and very tastefully displayed in the New Town Hall by the local committee. Disher's cloth as usual took the lead and J. B. Hainer followed with some very good home-made cloth. The home-made carpets of J. Pettit and L. H. Bessey were among the successful.

"In fruit, not only D. Nixon, but C. Woolverton, W. D. Kitchen, J. Durham, W. H. Read and A. M. Smith carried off prizes.

"And the ladies department was so tasteful and deserving that we wondered at the temerity of the judges in pretending to discriminate. We dare not do it! Among the discretionary prizes a hair-tree by Miss Gregory and some architectural plans by T. C. Brownjohn attracted much attention as did also the portrait and landscape paintings by D. Bell and Miss Bridgeman. An observatory beehive of J. Kilborne and an ingeniously constructed 8-day clock by H. Lohrman."

First Agricultural Society

An Agricultural Society was not a new thing in 1857. The first society dates back to the time of Gov. Simcoe and the beginning of agriculture in Upper Canada. From the diary of Col. John Clark comes a spicy bit of information regarding the first society.

First Peach King chosen at Beamsville Fair. Mr. C. V. Andrewes, Lakelands, Beamsville.

Peach Picking.

"Governor Simcoe subscribed ten guineas to the Agricultural Society in 1793. My father was a member. I remember the monthly dinners given by the members and the great silver snuff box ornamented with the horn of plenty on its lid. It always remained with the housekeeper who had to supply the next monthly dinner. It was the property of the president pro tem for the year, and at the annual meeting, when a new one was chosen, passed into his hands.

Early Fruit Growing

To Mrs. Simcoe goes the credit for some of the earliest information relating to agriculture in Lincoln county. By faithfully recording her observations and experiences in the Niagara district. she tells a great deal about the early crops and the native flora and fauna. Fruit is mentioned a number of times, showing that various fruits were native to the district and cultivated early:

"The Indians are particularly fond of fruit. We have thirty large May Duke cherry trees behind the house and three Standard peach trees which supplied us last autumn for tarts and desserts during six weeks, besides the number the men ate. My share was trifling

with theirs and I ate thirty in a day. They were very small and high flavoured. When tired of eating them raw Mr. Talbot roasted them and they were very good."

Another early reference to peaches is found in a letter dated Aug. 31, 1815, requesting Abraham Nelles of Grimsby to send several bushels of peaches to York with son Henry when he returned to school. The peaches were to be picked "on the green side," since Mr. Rideout wished to send some to Quebec.

In Niagara township James Durham recorded in March, 1850, that he had planted an orchard of 500 trees to replace one planted by his father around 1814.

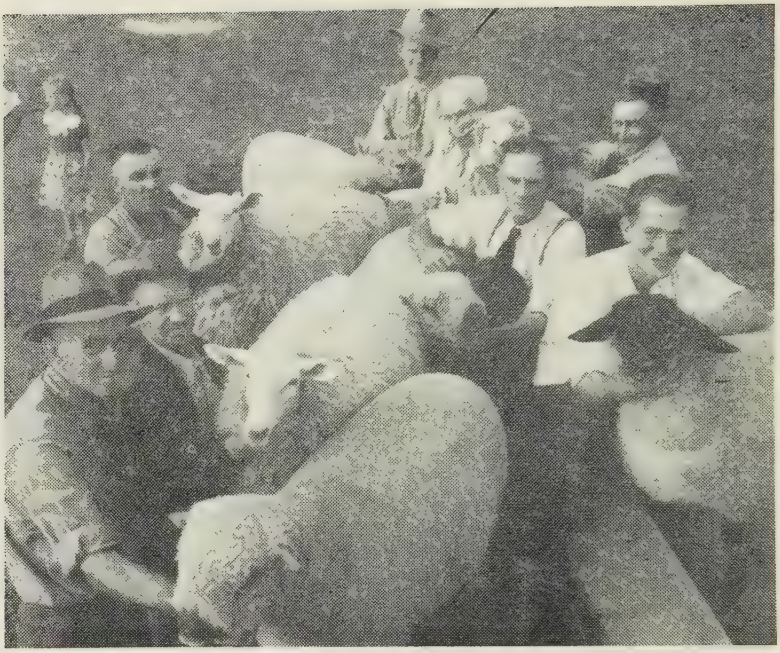
In 1856 Charles Woolverton set out the first commercial peach orchard in Grimsby township. Besides his five-acre orchard he also operated a nursery, probably the first in Lincoln county. On a map of 1862 it was marked as "Grimsby nursery."

Fruit growing, however, was of minor importance in the Niagara district during the first century of its history, although gradual growth and development in this as in all branches of agriculture can clearly be traced through the years.

Diversified Farming

For one hundred years the county has experienced progress that is a credit both to the forefathers and to the growers of today. A main factor in the agricultural wealth of the county, however, is the fortunate combination of climatic, geographic and soil conditions

The Horse Show at Beamsville Fair.



Sheep Showing, Beamsville Fair.

making possible a diversified program found nowhere else in the province.

The tremendous change in agriculture since 1856 can be appreciated when we recall that 100 years ago almost the entire county including the present fruit growing area was devoted to general farming. grain and livestock raising. In marked contrast is the $5,000,000 peach crop produced last year in Southwestern Ontario with the major portion coming from Lincoln.

Although a limited number of good dairy farms may still be found in the fruit area, the majority are located on the escarpment in the southern sections of the county. Here is produced a substantial volume of the whole milk going to the city of St. Catharines. Here we also find a number of good pure bred dairy herds that enjoy an excellent export market of their surplus stock to the United States. This same export market also affords a ready outlet for the top quality pure bred sheep raised in the county. The hog, poultry and beef industries must also be mentioned as they play a part in helping to produce a balanced agricultural economy in Lincoln county.

Aids To Marketing

This tremendous development in agriculture didn't happen by chance. It took men with a sincerity of purpose and faith in agriculture to provide the local leadership that culminated in the organization of societies which have played an important role in agriculture. The first fruit growers association was formally organized in 1859, with Judge Campbell as its head. Today we have the Niagara Peninsula Fruit and Vegetable Growers' Association; the Ontario Asparagus Growers' Co-operative; the Asparagus Growers' Marketing Board, organized in 1937; the Ontario Peach Growers' Marketing Board, 1937; the Ontario Pear, Plum and Cherry Growers' Marketing Board in 1938; the Ontario Grape Growers' Marketing Board in 1947, and the Ontario Peach Growers' Co-operative (Fresh Peaches) in 1954.

Aids To Better Farming

The Lincoln County Soil and Crop Improvement Association has been of great service to the farmers in the southern section of the county over the past fifteen years. The aims of this Association have been to put before the farmers up to date practices in the maintenance of soil health and fertility as well as good cropping practices.

The Lincoln County Federation of Agriculture is filling an important role as co-ordinator of all phases of agriculture in the county. Local township federations and Fruit Growers' units were

Administration Building, Horticultural Experiment Station, Vineland.

One of the first Lincoln Junior Farmers calf clubs organized in the early 1930's.

organized in 1951 and 1952, thus enabling the parent groups to be in closer touch with the farmer and his problems. Of increasing significance is the contribution being made by the various breeders, live stock improvement, farm management and milk producers' associations in all parts of the country.

Fall fairs which once were popular annual affairs in many districts helped maintain interest in agriculture as well as serving to raise standards in many lines. The number in the county has now dwindled to two, the Smithville Agricultural Society, and the Lincoln County Fair, Beamsville. They continue to act as the show windows for agriculture in the county. The Blossom Blessing Festival at Niagara-on-the-Lake and the Grape Festival in St. Catharines also help to focus attention on the agricultural commodities of the Peninsula.

Credit for much recent knowledge and improvement to Horticultural practices is due the various agricultural institutions of research, the Horticultural Experiment Station and Horticultural Products Laboratory at Vineland, Dominion Fruit Insects Laboratory at Vineland, Plant Pathology Experiment Station at St. Catharines, and the Ontario Agricultural College which has sent many trained men to the district. The contributions made in their application of modern research and technical knowledge has benefitted growers throughout the Dominion and in many parts of the world. The extension service organized by the Department of Agriculture has also been of inestimable benefit to agriculture, particularly in fruit and vegetable growing and home economics.

Youth Organizations

Another important phase in the history of agriculture in Lincoln is the development of interest among the youth through the 4-H and Junior Farmer Movement. In the late twenties the first 4-H or Junior Club was formed in Lincoln. Last year there were ten 4-H agriculture clubs and eleven homemaking clubs covering practically all phases of agriculture — livestock, poultry, grain and fruit, also homemaking, foods and clothing. The Junior clubs were followed in 1939 by the first Junior Farmer organization. Now there are two local Junior Farmer groups, the East Lin and the South Lincoln, as well as the County Junior Farmers' Association.

Looking to the future we realize more than ever the need for the proper training that will produce the men and women with the character and leadership ability that will be needed in the future progress and development of agriculture. This training will come through our schools, our 4-H and Junior Farmer activities and our agricultural schools and colleges. The future of Lincoln County depends upon the youth of today.

Fruit Production Values, 1950 Crop (1951 Dominion Census)

	All Canada	Ontario Only
Tree Fruits	$24,583,719	$11,951,220
Small Fruits	11,107,636	5,702,529
	$35,691,355	$17,653,749

Ontario Production, 1950 Crop

	All Ontario	Lincoln	Welland	Wentworth
Tree Fruits	$11,951,220	$5,206,690	$553,187	$837,808
Small Fruits	5,702,529	2,713,097	243,549	535,601
	17,653,749	7,919,787	796,736	1,373,409
		$10,089,932		

Total Area (Acres), 1951

	Ontario	Niagara (Lincoln, Welland, Wentworth)				Per cent in Niagara
		Lincoln	Welland	Wentworth	Total	
Apple	41,407	1,229	962	1,581	3,772	9
Pear	8,703	2,814	625	1,210	5,649	65
Peach	18,124	11,689	1,460	954	14,103	78
Plum	5,993	3,307	240	1,185	4,732	79
Cherry	6,291	2,533	666	1,041	4,240	67
Grape	21,331	15,610	1,577	3,215	20,402	95
Strawberry	4,869	878	86	219	1,183	24
Raspberry	3,012	151	125	244	520	17

Ontario and Canada Fruit Production in 1953

In the eight fruits listed for Ontario, this province had the following percentages of the total Canadian crop in 1953 (from Dominion Bureau of Statistics).

Apple	23%	Cherry	71%
Pear	54%	Strawberry	33%
Plum and prune	66%	Raspberry	25%
Peach	81%	Grape	97%

The total value of Ontario's fruit at the farm in 1953 was over 20 million dollars. The rank in order of total value was apple, peach, grape, strawberry, cherry, pear, raspberry, plum and prune.

The Handiwork of Man

Water, as a means of transportation and of power, has played a key role in the development of Lincoln County. Today this gift of Nature is still significant to the district's well-being and, in the future, will probably assume still greater importance. It was mainly by water routes that the Loyalist settlers reached their new homes in Canada. Those who settled in what is now Lincoln County invariably chose home sites close to streams.

For many years this area ranked first among the settlements of Upper Canada. Niagara quickly sprang into prominence because of its location at the entrance to the Niagara River, the great water route that led to Detroit and the fur-rich western lands. At this time the river was the only natural route open to the traders who moved west with supplies and came back with furs. Queenston too, prospered as the northern terminus for the portage around the Falls.

Wesley High, operating an old Shingle Shaver at the Jordan Historical Museum of The Twenty.

Harold Burnham, Jordan, at work at the Banks' Loom used earlier at the Woollen Mill at Ball's Falls, now seen at the museum.

Early Industry

As the settlers moved eastward to establish settlements along the various streams which flowed into Lake Ontario, water again proved a valuable "product" in their lives. The water-wheel soon was harnessed to provide industrial power. Mills, grist mills and feed mills, were among the very first examples of new industry in the new colony.

The Merritt family, destined to figure prominently in the early economy of the area, was attracted to the settlement which is now St. Catharines by the water facilities afforded by the Twelve Mile Creek. Further west the broad "Twenty" was dotted with mills, as was the "Thirty" and the "Forty."

The construction of the Welland canal gave a major lift to the district's economy. The completion of the new canal in 1930 gave Lincoln a strategic location on the great traffic route which connects the heart of the continent with the world's seaports.

Shipbuilding was a thriving industry in the last century and today building and repair is still carried on, particularly at Port Weller and Port Dalhousie. Before the advent of the automobile, carriage and wagon manufacture was a significant item in industrial activity, and many small villages could boast of a reputable wagon shop. Today this has been surperseded by the modern automobile parts industry which has developed substantially in St. Catharines and Grantham Township.

Another industry which rose in the area was that of electrical manufacturing, attracted largely by the great hydro-electric power development nearby. Another industry, pulp and paper, developed in the district because of water and power. The Great Lakes waterway today is used extensively by this industry in bringing in pulpwood and in shipping out finished paper products.

Balanced Economy

Despite this steady growth of industrial activity, the Lincoln

Miss T. Kiddick, a modern Joran potter examines the work of the community's first potter—Daniel Orth, on display at the Jordan museum.

Aerial view of Industrial area, showing the 4 lane Queen Elizabeth Way.

County economy today as yesterday rests to a great extent upon agriculture. Food canning and wine industries have developed from the production of the wide variety of fruits grown here.

Adding a further ingredient of balance to this economic picture is the visitor or tourist industry. Millions of persons from both sides of the border, and indeed from all over the world, come to the area. The Niagara River with its many sites of historic interest, attracts many holidayers, while highways carry tourists from the nearby entry points of Niagara Falls and Fort Erie. In blossom time highway traffic is at its peak for the magnificent display of orchards in their multi-coloured spectacular costumes.

The economic history of Lincoln County has featured a steady growth. There have been few "booms" and the "busts" which followed them. Rather, balance and stability have keynoted our development.

Water, the mainstay of this growth, today holds out a bright promise for the future. Great hydro developments at DeCew Falls and at Queenston have attracted and will continue to attract industry, while the Welland Ship Canal will assume tremendous significance when the St. Lawrence Seaway project is completed. Then Lincoln County communities will be linked directly to the

world's greatest seaports with the opportunities in world trade which that signifies.

With the advantage of a balanced economy, of transportation and power and of location at the heart of North America's greatest marketing area, Lincoln County will enter its second century with justifiable optimism for the future.

Post War Expansion

An inventory of the industrial growth of Lincoln County is best taken from the end of World War II, at which time some two-thirds of St. Catharines' workers were engaged in "export" lines, bringing new money into the town. About two-fifths of those workers were employed on auto and allied trades, and about one-fifth in pulp and paper. Other principal industries were electrical goods, hardware, textiles and industrial equipment.

Since the war, great extensions have been made to the plants of the district. Thompson Products Ltd., employing over a thousand workers in 1955, have added jet engine parts to their auto items. McKinnon Industries, making auto parts, have also carried out a huge expansion program and had over 5,500 employees in 1955.

Major industries in Lincoln County include: Anthes-Imper-

Shickluna's Ship Yard in 1864. Shipbuilding was an early industry in many parts of the county. Located at St. Catharines.

Port Weller Dry Docks.

McKinnon Industries, Plant 1.

Great Hydro Development at DeCew Falls.

ial Co. Ltd. (354 employees); Blenkhorn & Sawle Ltd. engineering firm (102); Canadian Comstock Co. Ltd. (270); Conroy Mfg. Co. Ltd. (197); Davis Lumber Co.; English Electric Co. of Canada Ltd. (700); McKinnon Columbus Chain (150); Packard Electric Co. Ltd. (450); Port Weller Dry Docks Ltd. (275); Lightning Fastener Co. (450); Canadian Canners Ltd. (120); Resin-Tex Ltd. (95); Welland Vale Mfg. Co. Ltd. (185); Yale & Towne Mfg. Co. (280); Hayes Steel Ltd., and many others.

Other big expansions carried out were those by W. S. Tyler; English Electric Co. Ltd.; the St. Catharines Standard; Packard Electric; Peninsula Cabinet.

New firms of the 1950's include Niagara Heating Products, Cameron Warehousing, Hamilton Distributors, Niagara Neon Co., and Triplace Fullview Ltd.

The most notable immediate postwar expansion was in iron, steel, and textiles. Food processing also grew. The Ontario Grape Growers Co-operative built a big plant for grape juice, jam, etc., indication of the continuing prosperity of the rural communities in the rich fruitlands.

After World War II, St. Catharines acquired 490 acres to extend the city's boundaries to the Welland Ship Canal and pro-

vide the basis for a planned new industrial and residential area.

Shipbuilding is another well entrenched industry of Lincoln County. The Port Weller Dry Docks Ltd. and the Port Dalhousie Dry Docks are known across the lakes as builders and repairers of a wide range of ships.

The textiles and allied trades include such nationally known forms as Lightning Fastener Co. Ltd., Monarch Knitting Ltd., Lincoln Hosiery Ltd., Empire Rug Mills Ltd., Canada Hair Cloth Ltd., and Warren Brothers Ltd.

Possibly the industry where long-term planning is most employed is that of Lincoln County's grape growing. In a scientifically planned operation over the years, the wine growers have improved the product of their vineyards to a point where they compete and prosper in the markets at one time reserved to imported wines of quality.

Canning activity is marked by such prominent names as Canadian Canners Ltd., Canada Packers Ltd. and Queensway Canning Co. Ltd.

Genair Ltd., located at the Municipal Airport carry out aircraft maintenance operations.

Niagara Township

By devious ways they came, those pioneers who settled Lincoln's number one township. Indian trails and winding waterways led them to the Great River which they finally crossed to enter Niagara Township.

The commons, around which the settlement was built, was then a camping ground for many people. Butler's Rangers and their families were among the first to arrive, making the commons their home while they prepared to settle close by. Loyalists crossed the river daily and sometimes remained for a number of days, hoping to contact friends who had promised to meet them there. Constant visitors at the camp were the Mississauga Indians from the village along the lake shore. They were eager to mingle with the new settlers, to sell them fish and corn and see the white man's family, the number of horses and cattle he had brought with him and what provisions he carried on his pack-horses.

A view of Niagara taken from the Heights near Navy Hill, 1781-1783.

Early Settlements

Naturally, the first settlements were along the waterways, and one of the earliest was along the Four Mile Creek. This creek was a stream of pure water, gently flowing from the south into Lake Ontario. Supplying more than pure water it teemed with fish, an abundant and unfailing source of food for the settlers.

Captain Daniel Servos built a mill on the creek bank, one of the first in the township, to which people came from far and near with their grist. Now the Servos home, known for many years as the Palatine Hill, has been demolished to make way for a new survey. Only a few submerged timbers mark the place where the mill once stood.

Selection of lots was also made along the Niagara River, the shores of Lake Ontario and along other streams in the vicinity.

Landings and crossroads were also favoured locations. In 1789 a Land Board was set up, and the area designated as Township No. 1 was the first to be surveyed and settled.

By 1793 this township was called Newark and, at that time, a Municipal Council was established, the first meeting being described as follows:

At a meeting of the inhabitants, electors of the Township of Newark, on Saturday, 17 August, 1793, the following persons were elected for the ensuing year:

Ralph Clench Esq. ..... Town Clerk
Peter Ball Esq.
Adam Vrooman ..... Assessors
Arent Bradt ..... Collector
John Butler Esq.
Robert Hamilton Esq. ..... Town or Church Wardens
Peter Lampman
James Thomas
Arent Bradt ..... Poundkeepers
William Vanderlip
John Young
Adam Chrysler ..... Overseers of Highway
Gilbert Fields ..... and Fence Viewers
Stephen Secord
Cornelius Lambert

The above meeting names several of the important settlers in the township, to which we add Francis Loring, Elijah Collard, Isaac Swayze, Daniel Servos, David Secord, Jacob Ball, James Durham, George Lawrence, James McFarland, James Clement, Adam Brown, Samuel Cox and John Freel.

Education

Education in the township was first obtained at private schools, of which there were quite a number prior to 1802. The first school in what is now St. David's was founded by Major Francis Goring in 1790. The original building was of logs, which later gave place to a frame cottage about thirty feet square. In his diary are found items as:

April 30, 1796 To quarter's schooling of two children from Feb. 1st £1 . 12s.

July 31, 1796 To quarter's schooling of two children from May 1st to July 31st £1 23s.

Credit was often shown as:

1791, March	22nd	By 54 lbs. flour	16s.	
1793		By 50 bushels of straw	65	4d
1796, Feb.	24th	By 2 bushels of peas	16s.	
1796, June	17th	By 2 bushels of wheat	£1	

After 1816 a number of residents apparently united and built a school. Records show that a £9 Government allowance was deducted from the regular tuition fees. The same applies to Queenston and other sections of the township, although records are not available.

S. S. Cayuga.

In 1842 the Municipal Act came into force. The township was then divided into eleven sections, which later were gradually reduced to seven. Now there is one school area covering five schools — six including a new one to be completed by September 1956, also two separate sections. In the past twenty-five years, school growth has been tremendous. In 1930 there were ten teachers employed. Today there are close to forty.

In 1850 when Niagara's first established council was elected, general expenses, including schools, totalled £120. In 1872 $2,985.81 was raised, including the cost of building schools. In 1933 total school costs, alone, were $21,785. The total amount required for school purposes in Niagara township for 1956 is $212,809. This year the Niagara District High School will be completed for use of all town and township students.

A view of Queenston taken from the S. S. Cayuga.

Virgil

The oldest surviving village in Niagara is Virgil. It was first known as "Cross Roads," and was so designated in Municipal records for many years, since it is situated at the junction of two main roads, one following the Four Mile Creek and the other running from Niagara-on-the-Lake to Homer on the Ten Mile Creek. Records show that it retained this name until 1844 when it was called Lawrenceville, in honour of George Lawrence who had been granted land nearby. Some time between 1862 and 1876 it received its present name.

During the past few years Virgil has been expanding rapidly attaining a population of between 800 and 1,000. There are many places of business in the village. Besides grocery stores there are several garages, a drug store, a department store, an upholstering and manufacturing shop, a tool and die works and a small sash factory. The public school with two rooms thirty years ago, now has 13 rooms, and a new six-room school nearby will open its doors in September.

At the close of the first World War a number of German Mennonite families from South Russia settled in the area, to be followed after World War II by many more. It was with the coming of these industrious people that the Virgil community began its remarkable growth. The Mennonites have established two large churches in the area and also the Niagara Christian College. Although the

old Anglican and Baptist churches are no longer in use, the United Church holds regular services here.

Virgil is situated almost in the centre of the township. The new District High School is being built close by, on the Niagara Stone Road. It is in Virgil, also, that the new Municipal office will be located.

St. David's

St. David's derived its name from one of the early settlers, Major David Secord, an officer in the famous Butlers' Rangers. It was settled at the junction of two Indian trails, where the road west from Queenston crosses the Four Mile Creek. It was first only a trading post but soon grew into an important place. A grist mill was built in 1792 by Samuel Lutes, and soon more mills were erected along the stream, as well as a tannery, factories for the manufacture of shoes, soap, candles; a distillery, and a cooper shop. Prosperity continued and in due time a church was erected west of the settlement at the foot of the escarpment. The land for this was given by David Secord. All denominations used it until in later years the Methodist and Presbyterian churches were built just east of the creek.

Disaster came to St. David's in 1814 with the retreat of the American forces from Niagara. Withdrawing by way of St. David's they left behind them a trail of fire and destruction. Niagara Historical Society paper No. 27 gives a list of the buildings burned or destroyed at St. David's by General Brown's army, July 19, 1814:

David Secord, 3 houses, barns and mill	£2240
Richard Woodruff, house, shop	300
Widow Clement, house, barn	600
Widow Lowell	200
Timothy Street, houses, shop	430
Jacob Lutz, house	125
Widow Secord, house	500
Widow Bunting, barn	75
David Secord, house, etc.	375
Samuel Boyd, house	250
Estate of T. Bunting	200
John Collard, house	430
	£5725

The village was soon rebuilt with the industrial section including a plow-works, a shop where shoe polish was made, a saddlery and harness shop, and three blacksmith shops. The quarries

Second monument erected in memory of General Sir Isaac Brock. The corner stone was laid 13th October, 1853.

Laura Secord's Monument, Queenston Heights.

nearby were developed at an early date and in the latter half of the 19th century fruit culture became a leading industry. The village now has two garages, one restaurant, five service stations and several private homes on which signs inform the public that tourists can be accommodated. All of this goes to show that possibly one of the main sources of revenue today is the tourist traffic which is especially heavy during the summer months.

St. David's, like many other small places has been the victim of changing conditions which it could not control. With the opening of new trade routes, new places spring up and the old ones decline. St. David's is no longer the bustling industrial and commercial centre of a century ago.

Queenston

Nestled on the bank of the Niagara below the escarpment lies the beautiful village of Queenston guarded from above by the tall spire erected to the memory of General Isaac Brock. Atop the monument stands the figure of the General with arms outstretched as if in benediction upon the peaceful valley below.

Because of its location, it is only natural that Queenston, first known as "The Landing," should early become a place of importance. In the days of the portage it was second only to Niagara as a shipping and industrial centre. The village was given the name of "Queens Town" by Sir Robert Hamilton, a great promoter of inland trade, who built warehouses and a wharf at the landing and also established a tannery and distillery.

Laura Secord's House, Queenston.

Church services were first organized at Queenston on the arrival of Major George Neal, a British officer who had participated in the Revolutionary war in the south. He landed at Queenston in 1786. Being deeply religious he established classes at Queenston, Niagara, St. David's and at Warner's settlement three miles west of St. David's, in spite of the opposition of the commanding officer. In 1801 the first church in this part of the township was established at Warner's where Christian Warner aided Major Neal in his work.

Historic Sites

With its rich historical background, Queenston can boast of more historic spots than any other place of its size in the province. Besides the monument to Brock on the escarpment there is the "little monument" below, marking the spot where the gallant general fell. Midway between is the site of the Redan Battery, manned by Brock's aide-de-camp, Lieut. Coy. John Macdonnell. Here also are the graves of men who fell in battle.

Probably no other hero has had so many burials as Sir Isaac Brock who had no less than four. The first was in the Cavalier's bastion at Fort George. The second burial took place in October, 1824 when his body and that of Col. Macdonnell were removed from the fort and interred in the monument which that year had been erected to his memory on the heights. Some sixteen years later the first monument was damaged by a blast of gunpowder touched off

King Street, 1838.

by anti-British from across the border. At a huge indignation meeting that summer it was decided to erect a new monument, and meantime the bodies of the two soldiers were interred in the Hamilton burying ground. In October, 1853 the Battle of Queenston Heights was again commemorated when the corner-stone of the present monument was laid, and for the last time the remains of the heroes were laid to rest.

The name of Brock is further honoured in the community by Brock's Memorial church where a beautiful chancel window depicts the Brock coat of arms, and by Brockview school, a new school located in school section 3.

Queenston Docks.

Another place of historic interest in Queenston is Laura Secord's home, also the monument to commemorate her brave action erected in Queenston park, near that of General Brock. In the village, too, is the Mackenzie home, restored by the Niagara Parks Commission, marking the place where "The Colonial Advocate", Upper Canada's first newspaper was published. In the surrounding community are many stately old homes, and family graveyards of special interest to historians since they date back to the early days of settlement.

In spite of the blow to commerce caused by the building of the Welland Canal, Queenston has more than doubled its size within the past twenty years. Gone are the warehouses, the shoe factory, tannery and the many taverns. In their place stand beautiful new homes.

The village now largely residential, is a happy combination of old and new.

Queenston Heights on the escarpment above the village is the site of a beautiful park which brings thousands of visitors annually to the community. The park and the park restaurant are among the most famous in Canada, providing as they do a magnificent panorama of river and fruit land, stretching out below to the blue waters of Lake Ontario.

Niagara-on-the-Lake

No more fitting place than Niagara Common might have been found in this part of North America for a World Scout Jamboree. The assembly of 1955 was but the latest in a series of meetings which distinguished the history of this junction of the Niagara River and Lake Ontario.

The earliest gatherings were those of the Indians. Here on the broad plains of the Onghiara sounded the war cry of many tribes. Here, too was the meeting place of chiefs and braves from far-off villages gathered in councils of peace. Then came the war, and with it loyalist refugees. Their little tents dotted the plain where once Indian tepees had stood. But by far the most memorable was the great gathering in 1792 when the first parliament of Upper Canada convened at the little town.

Early Descriptions of Niagara

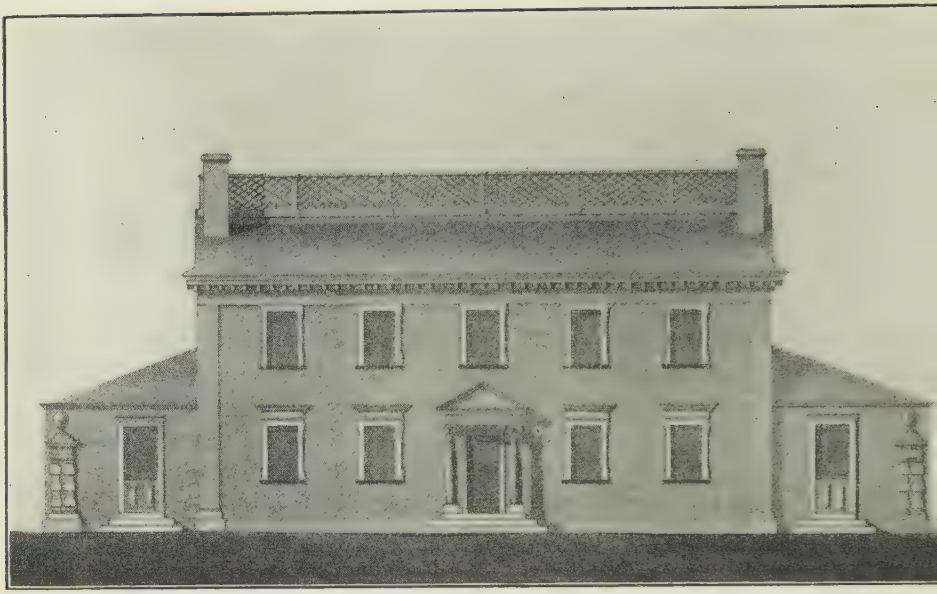
By this time the town had been already laid out with mathematical regularity into wide streets. The survey of 1791 ended at King Street, and thus the street extensions to the east in 1816 bear names of a different character.

An account of a visit to Niagara in 1791 describes it as follows: "Opposite the Fort of Niagara on a huge flat point on the Canadian side of the river is a town laid out and lots given gratis to such as will undertake to build on it agreeably to a plan laid down by the government. Half an acre is allowed for the stance of each house and garden and eight acres at a distance for enclosures, besides a large commonty reserved for the use of the town. Several people have taken lots here already and no doubt as the country advances in population so will the town in building.

"In the event of the fort on the opposite side being given up, it is said there is one to be erected on this side, and the ground is already marked out for that purpose.

"On the opposite side of the lake at a place called Toronto . . there is a fine bay and safe anchorage where some people suppose the seat of the new government will be erected."

Both of these latter observations proved to be true. The year 1796 saw the evacuation of Fort Niagara by the British and the assembly removed to a "safe anchorage" which would be some



The house of D. W. Smith, Surveyor-General. It was built in 1793.

distance from the border.

In the meantime Niagara prospered as the centre of legislative, social and commercial activity under the Simcoes.

An impressive number of "firsts" for Upper Canada is associated with the town's early years:

1792 — First parliament; first Masonic lodge; first printing press; first Agricultural Society.

1793 — First steps taken by parliament toward abolition of slavery; first newspaper, the "Upper Canada Gazette."

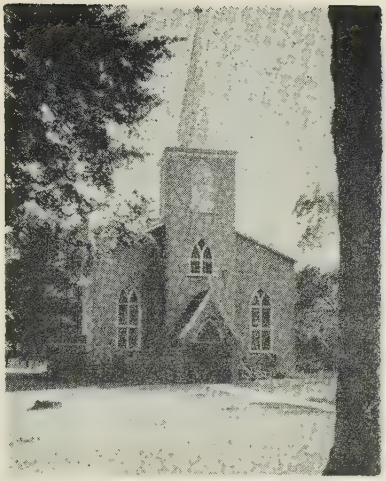
1795 — first brick building.

1800 — first public library.

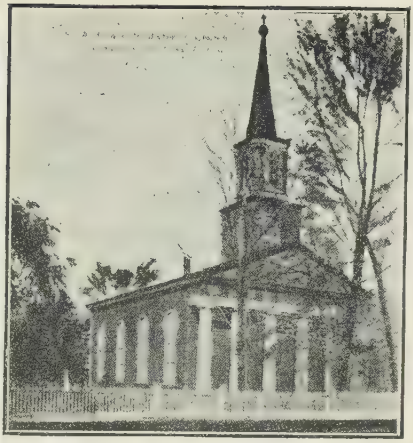
First Parliament

Much speculation exists as to the actual location of the first session of parliament. A plausible suggestion appears to be that it took place in the Freemason's Hall on the site of the present building. Erected by the Land Board in 1791, the first floor was available for public purposes such as Divine service, meetings of the Agricultural Society and conferences between the Lieutenant Governor and the Indians.

On the other hand, Gov. Simcoe recorded in 1793 that he thriftily had fixed up for himself and his staff a part of the group of buildings near the river known as Navy Hall. One restored section of this building is still standing.



St. Vincent's Roman Catholic Church, 1834.



St. Andrew's Presbyterian Church, 1831.

Several writers, including Mrs. Simcoe, refer to a marquee set up on the lawn above the uncompleted residence and used because of the intense heat of September 1792. The parliamentary marquee is said to have been given to Col. Simcoe by his navigator friend, Captain Cook. According to popular tradition, oppressive heat the following year again drove the parliamentarians to seek cooler quarters beneath an oak on King Street. This location is now commemorated by Parliament Oak Public School.

Niagara in the 1800's

An excerpt from a letter of 1806 says: "The British fort is constructed of cedar, pickets and earth buildings on it of much neatness. On the bank of the river and beneath the fort are several buildings of store house and barracks, one of which is called Navy Hall, contiguous to a wharf . . . a plain intervenes near a mile between the town and Fort George, houses of wood, neat and clean near 200, streets spacious and cut at right angles. On Mississauga Point on west side of river a light house has lately been erected."

A visitor of 1810 recorded that "Newark contains about 500 inhabitants with many handsome buildings of brick and stone, two churches and a jail, an academy, six taverns, about twenty dry goods stores where every article may be procured on as good terms as at Montreal. The fort is garrisoned by 500 men of the 41st Regiment."

The evacuation of Fort Niagara in 1796 made imperative a block house on the Canadian side of the Niagara River, and Fort

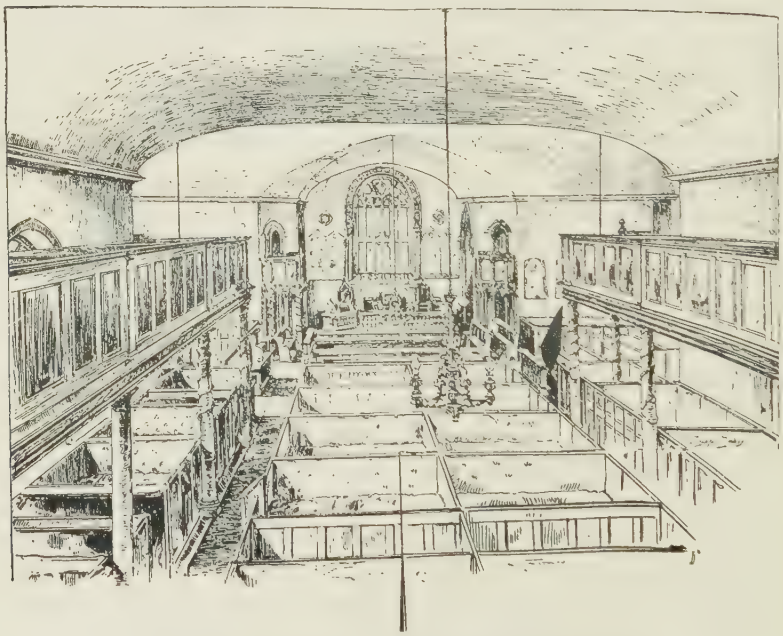
George is described as nearly completed by 1800. The move meant that a large body of men were concentrated in the principal British military establishment of the western frontier and the list of regiments who served in Niagara is a notable one. Of particular merit in Canadian memory are the 49th, the regiment of Sir Isaac Brock, and the 41st, in both of which he served with distinction.

Jail and Court House

Niagara, as district and judicial seat, early possessed a jail and court house. The originals provided for in a statute of 1792 were apparently in the vicinity of Freemason's Hall. A new and imposing structure went up in the south part of the town in 1816.

The six taverns of 1810 bear witness in some degree to the settlement's legal activity and are not unrelated to the "twenty dry goods stores," as both brought large numbers of visitors to Niagara on court and market days. It was in the inns that the many travellers of the day found ready accommodations.

In 1847 a new court house was built facing north on Queen Street with a market house on the square behind. The expense incurred at that time became a factor a few years later in the desire to retain the town as county centre of Lincoln.



INTERIOR ST. MARK'S CHURCH, NIAGARA, 1887.

Interior of St. Mark's Church. This picture was taken in 1887 before the galleries and box-pews were removed.

Churches

The Anglican ministry began in 1792 as a missionary endeavour by the Rev. R. Addison but did not see a church started in the town until 1804. St. Mark's Church, a stone building, was dedicated in 1808. Services in the meantime were held in Freemason's Hall, the rector also serving as chaplain, and in the Indian Council House adjacent to Butler's barracks. A Presbyterian congregation was sufficiently organized by 1794 to raise funds for their frame building, but it was not until 1827 that they had a minister of their own. The name of "St. Andrew's" was not used until a subscription was taken for their second building in 1830. Other denominations relied on the services of itinerant preachers or missionary priests until the second quarter of the 19th century.

Schools

As befitted so important a centre, Niagara was supplied almost from the beginning with a variety of schools. Some of these were apparently connected with the garrison and the fort. A number bear reference to clergymen and churches; others were day and boarding schools, ladies and dames schools. In addition mention has been made of night schools and schools for coloured children.

An act of 1807 provided for the building in the town of Niagara of a Grammar school for the District of Niagara, one of four such schools in Upper Canada. In spite of elaborate plans, it was not housed in its own building until 1875 when it was erected on Castlereagh Street. The Common or public school, established in 1817 waited until 1859 for a permanent home on Platoff Street. This was used until 1948 when Parliament Oak School was opened.

The Burning of Niagara

Most of the early buildings of Niagara were, of course, completely destroyed in the burning of the town by the Americans in 1813. On the morning of December 13, the inhabitants of the town who had drifted back to their homes after the initial attack were told to prepare for a burning party at one o'clock. They were "invited to remove their effects to a place of greater safety." In spite of opposition among his officers the American General persisted in carrying out his orders and soon the whole town was in flames.

Although British soldiers rushed to the scene as quickly as possible they arrived only in time to save the fort and the barracks and a few houses which probably were used by the retreating army.

Reconstruction

After a miserable winter spent by many of the townspeople in root houses and other makeshift shelters, a program of recon-

struction began the following summer. For many of them it was the second new beginning they were experiencing.

Reparations were sought from the Imperial government to somewhat better effect than thirty years before. Help also came from other sources. In 1815 General Drummond wrote to the Loyal and Patriotic Society set up to administer relief. "I was shocked beyond measure at beholding the desolation that had been spread on the once flourishing village of Niagara. As the principal sharer in the important fortress in Niagara (Fort Niagara) I beg to subscribe my portion of the prize money toward relieving the distress of those persons who inhabited the late village of Niagara and vicinity." Funds were raised in the Maritime provinces and also in Britain.

It was 1816 before reconstruction was actually underway, and another decade before churches and other public buildings were restored or reconstructed. Fort George was allowed to fall into disrepair although Fort Mississauga continued to house a garrison for some time. Butler's barracks is again used by local militia.

Industries

From the earliest days of the settlement many officers and soldiers chose to remain in Niagara after their retirement, and so continued to make their contribution to the town. They assisted in establishing many of the town's enterprises and industries which marked the period of Niagara's greatest growth and prosperity from 1830 to 1850. Much of the activity centred around the Niagara Dock company, established in 1832 for the building of vessels and steamers as well as machinery, docks and wharves. Warehouses and a foundry also were erected in this area which became a busy shipping centre.

Town Hall, originally the Court House. Court was held here in 1847.

Vessels had long been making Niagara a principal port of call as its wholesale trading connections comprised all of the province west of York. River traffic was heavy as far as Queenston where goods consigned to the upper lakes was trans-shipped for portage around the falls. Other business enterprises included a tannery, a railway car factory and a knitting mill.

Decline

The completion of the Welland Canal in 1829 meant the

eclipse of Niagara as a commercial centre. Henceforth the portage was obsolete and soon western centres out-grew the older settlement. By the middle of the century it was only too evident that new industries were bypassing the town and existing enterprises facing ruin.

Another blow fell when the rapidly expanding town of St. Catharines succeeded before 1860 in wresting away the county seat. A final touch was the amalgamation which made Lincoln and Niagara a joint parliamentary constituency and eventually saw the older riding merged, to lose even the identity of its name in that of the county.

This stripping of power and prestige experienced by the town early in its history has, however, made Niagara a unique monument to the vision and aspirations of the founders of Upper Canada. Because its expansion was checked so effectively before the late 19th century the present community is substantially that which settlers built and rebuilt in a wilderness.

Niagara has retained its unity of orderly Georgian planning with streets of shady spaciousness and homes of dignity. Modern transportation makes it possible for many of its citizens to earn their livelihood in the thriving industrial areas of nearby cities without removing their households from its pleasant atmosphere.

Museum. Memorial Hall opened in 1907. The Annex was the High School built in 1876.

Front Row: Wray Betts, Reeve North Grimsby Tp.; W. R. McIntosh, Dep. Reeve Merritton Town; V. L. Tufford, Reeve Beamsille Village; D. J. Bucknall, Dep. Reeve Clinton Tp.; Victor Dyck, Reeve Niagara Tp.; J. H. Clark, Reeve South Grimsby Tp.; W. L. Patterson, Dep. Reeve Niagara Town; Arnold Killins, Reeve Caistor Tp.

Centre Row: F. W. Warner, Reeve Clinton Tp.; W. E. Theobald, Reeve Niagara Town; G. A. Lane, (Warden) Reeve Gainsboro Tp.; W H. Millward, Clerk and Treas.; Paul Manning, Reeve Port Dalhousie Town; J. E. Read, Dep. Reeve Grantham Tp.

Back Row: Cecil Krick, Dep. Reeve Gainsboro Tp.; T. H. Jarvis, Reeve Grimsby Town; Harry Dawson, Dep. Reeve Niagara Tp.; William Palmer, Dep. Reeve North Grimsby Tp.; K. D. Walker, Reeve Grantham Tp.; W. E. Honsberger, Reeve Louth Tp.; H. S. Cole, Dep. Reeve Louth Tp.; J. G. McNaughton, Reeve Merritton Town.

Absent: C. L. Wright, Dep. Reeve Port Dalhousie Town; J. C. Coffey, Dep. Reeve Grimsby Town.

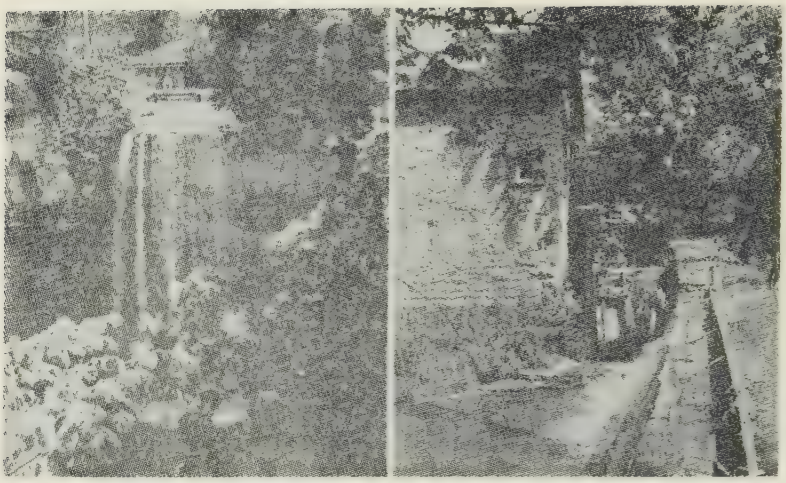
Grantham Township

The Township of Grantham, the most heavily populated municipality of Lincoln County, was incorporated as a township on January 21, 1850. Five years ago it celebrated its Centennial with the dedication of a new municipal building. Actually the township is almost 140 years old since the "first meeting of the inhabitants" was held January 5, 1818.

William Chisholm, who was appointed Grantham clerk at that first meeting in 1818, kept brief minutes of municipal affairs as did his successors. But time, the great healer, can also be the great destroyer, and the passage of years has yellowed the pages and faded the ink, losing forever the story of Grantham's first government.

What writing is legible serves to indicate some of the highlights of the earlier days.

This century old Inn, Brown's Hotel, at Homer was demolished to make way for the Queen Elizabeth Way. It was owned and operated by Tom Brown. Homer was at that time a centre for horse fanciers and those interested in trotting races. Brown's Hotel was their favourite meeting place.



DeCew Falls is one of the most picturesque and colorful spots in the township. The two pictures above show the Waterfalls and the old grist mill at the top of the falls.

Western Style

The cattle kings of the "wild and woolly west" had nothing on Grantham farmers of the early 19th century. In the 1820's Moses Gilmore's stock could be identified by the "under side of right ear half cropt, and left ear cut straight off, half way up the ear."

Other farmers with a gentle hand would puncture a good sized hole in one ear and carve a slice off the other. In 1830 John May's mark registered a "crop off the right ear and a swallow fork and hole in the centre of the left ear."

Dominated Township

The first Grantham Township Council held 138 years ago dominated all of Grantham including The Twelve or "Shipman's Corners" which today is the City of St. Catharines. It was held at Paul Shipman's Inn.

William Chisholm was appointed clerk; George A. Ball and Samuel Wood, assessors; Jacob Tenbroek, tax collector; and George Adams and Thomas Merritt, church or town wardens. Path Masters were also appointed to oversee their respective sections.

The names of Bessey, Ball, Lampman, Durham, Emmett, Lambert, Secord, Parnell, Brown, Miller, Havens, Harris, Travers, Goring, Read, Stull, Keith, Dorr, O'Brien, Dressel, Clark, Haynes, May, Hainer, Hartzell and Dittrick were familiar in the township 100 years ago.

Many Meeting Places

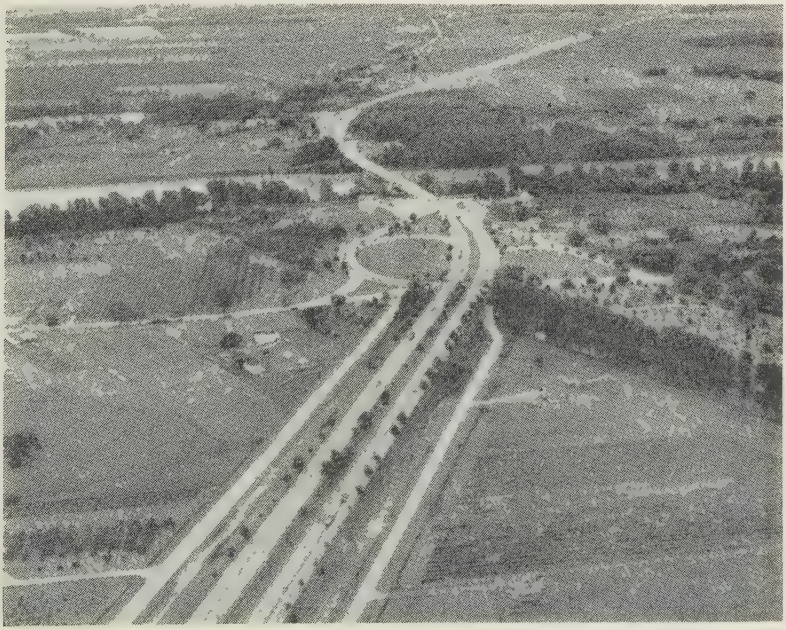
For ten years or more the Council met in various local taverns. In later years they met at the home of John Wright, which was known as "Big John Wright's Hotel". It was located at the corner of Niagara and Geneva Streets, where the new Central Fire Hall of St. Catharines now stands.

The "Journal of Minutes" for the first meeting of Grantham Councillors after Grantham's incorporation January 21, 1850, notes that the Council met in Caver's Inn. On March 31, 1884, the Council held its first meeting in the Grand Jury Room of the Lincoln County Buildings in St. Catharines and continued meeting there until 1942 when the Council moved to the former Lincoln County Registry office on King Street opposite the new Grantham Municipal Building.

Early Council Rules and Regulations

Twenty-one Commandments governed the action of Grantham Councillors in session, a century ago. In 1850 the township was divided into wards and each ward enjoyed representation on the township council.

The "Journal of Minutes" for the meeting in that year ruled that "any members who absent themselves are liable to a fine not to exceed 10 shillings."



Homer Bridge in the middle background.

Henley Bridge.

"You shall address members and members shall address each other as the member of the ward he represents." Another commandment levied a £1 fine for any member who left his seat without the Reeve's permission.

Persons could be penalized for refusing to act in the township office. Meetings were held weekly beginning at 10 o'clock on the morning of the meeting day. When council adjourned members were obliged to keep their seats until the Reeve left his chair.

Council had a regular habit of adjourning for half an hour at a time, especially when the sessions were held in one of the many local taverns.

Cumbersome Box

The first Council in 1850 secured a large tin box to carry books and records. This box is still kept in the Grantham office but long since has been replaced by fireproof vaults, safes and files.

Homer

The little village of Homer is honoured by having a classic name. It has not been recorded how or why the name was chosen but the following item in the St. Catharines Constitutional of May 4th, 1859 tells when it was named:

"New Post Office at Ten Mile Creek — 'The Ten' dons a new name and will in future be known by the classic name of Homer. The postmastership has been given to Mr. William Smith."

For many years prior to this, the settlement was sometimes called "The Upper Ten" to distinguish it from the part of Grantham now known as Port Weller. Homer has never been incorporated as a village but it extends practically a mile or more east and west of the Ten Mile Creek.

Early Church

A church was built a little to the east of the creek in 1795. The late Mr. F. R. Parnell in his "Days of Long Ago" series writes: "In the year 1799 William Read deeded the church and burying ground to the Episcopal Congregation at Homer. Stephen Emmett and Latham Stull being the church wardens at that time. Just how long the church continued to contribute to the spiritual needs of the community will probably never be known. It no doubt was a log building and possibly the passing of time or fire, cast a mantle over it forever.

Could the years turn back in their flight 150 years what a picture could be painted of its earliest congregations, viz: the old pioneer in his homespun, the soldier in his martial uniform, and last, but not least, the loyal and devoted redman of the forest!

Historic Locksmith's House near the Canal in Grantham.

Thompson Products.

In the yard, which surrounded the church, rest the remains of the early settlers. One of the first burials was that of William Havens, born May 30, 1738, died December 21, 1800. A cairn and bronze tablet was erected in the churchyard to mark the site of the church, October 18, 1937.

School Teacher and Fees

A school was started in Homer in 1831 and Richard Secord was engaged as a teacher. School fees at this time were 8s. 9d. per quarter for each pupil.

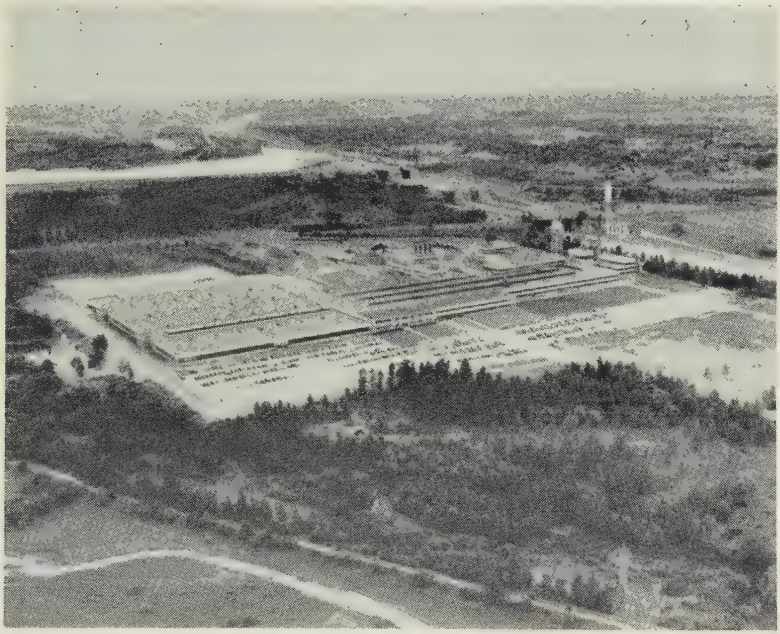
Horse Fanciers

Brown's Hotel, owned and operated by Tom Brown, was the meeting place for horse fanciers and those interested in trotting races. A race course is marked on an early map a little east of the village.

When the last Welland Canal changed its course from the Twelve Mile to the Ten Mile creek, Homer was cut in two. Consequently it can no longer be described as "a quiet, picturesque, little post village on the banks of The Ten."

DeCew Falls

DeCew Falls, on the historic Beaver Dam Creek, received its name from Captain John DeCew. In his journal he writes: "I pur-



McKinnon Industries—Plant No. 2.

chased one man's right to 100 acres, covering the land there, for an axe and an Indian blanket."

DeCew built a substantial stone residence and several mills on the creek. "In the War of 1812", he further states in his journal, "the enemy, in an endeavour to secure the provisions stored in his house and mills, decided to send a force to take possession of them." Their plans were overheard by Laura Secord, who walked from Queenston to DeCew Falls to acquaint General Fitzgibbon of the intended attack. Thus the enemy was surprised and repulsed at the battle of Beaver Dams.

Later Captain DeCew moved further west and the property changed hands several times. On a map of 1862 the mills there were called "Crown Mills."

"Mountain Mills, DeCew Falls, 1872" was the announcement of a weatherbeaten sign at the old stone flour mill besides the stream. This mill was built in 1872 by Robert Chappell. The water reservoir of the City of St. Catharines is located close to this spot.

Port Weller

"The Lower Ten", the name given to the little settlement on the creek, boasted at one time a schoolhouse and a blacksmith's shop run by Jerry Stocking situated where Lock One of the ship canal is now located. It also had a log-cabin store kept by Mike Brady, well

Grantham Police Boys Band.

filled with barrels of molasses, yellow sugar, sweets — such as candy bulls-eyes and stick candy — bulk tea, barrels of salt, tobacco — no cigarettes in those days, thank you — and last but not least as far as sales went, some kind of liquid.

Since "The Lower Ten" became Port Weller, it is fast becoming an important port. The dry docks there have been carrying on a modern shipbuilding business since 1946, and also repair work on vessels.

Two other small hamlets no longer appear on the maps of the township. **Reynoldsville** on B. F. Reynolds' land in the southwest corner of the township — Lot 23, Con. X — existed for only a short time. There was a mill located there on the west bank of Beaver Dams Creek.

McNab, named after Colin and John McNab, who settled near the "Eight Mile" Creek in Grantham, was an early stopping place for travellers going from Niagara westward along the Lake Road. For more than a hundred years the parish of Christ Church, McNab, has played an integral part in the life of the community. The church known originally as "Christ's Church, Eight-Mile Creek" was built in 1853. The land on which the church was built was donated and deeded to the parish in 1850 by William B. Servos.

The red brick, of which it was constructed, was made in the creek valley.

Grantham is rich in waterways that have helped to make it the greatest industrial township in Lincoln County. And with the completion of the St. Lawrence Seaway, it is destined to become even greater. McKinnon Industries have built Plant No. 2 on the east side of the canal. An enlargement of Thompson Products is also situated in the township.

In the past one hundred years many changes have taken place in Grantham. The present scene is a far cry from the quaint little villages resting on the banks of a stream or marking a cross-road; from the quiet farm-lands stretching from the escarpment to the lake; from the schooners being towed by horses up the old Welland Canal. The next hundred years will see Ocean Liners moving up the canal, more and more farmlands swallowed up in industrial centres, and the little villages we now know will be lost in the march of progress. We can only hope that the Planning Boards being set up in the municipalities of Lincoln County will see that, within the confines of each community, historic buildings will be preserved, parks will be established, and places of beauty will be maintained for future generations to enjoy.

The Corporation of the
CITY OF ST. CATHARINES

As Mayor of the City of St. Catharines, I deem it an honour and a great privilege to salute the Lincoln County Council upon the attainment of their 100th Anniversary.

On behalf of St. Catharines City Council, therefore, and the citizens of this City I am pleased to extend most hearty congratulations to the County of Lincoln. We have shared in the fine record of achievement that you have attained over the past hundred years, in excellent farm management, in industrial development, the Seaway, shipping and many other facets which engender progressive community living.

I further believe that due tribute should be paid at this time to the sound and astute leadership of men who have gone before us in the County of Lincoln. They have left us with a heritage well preserved and cherished as we stand upon the threshold of another hundred years. I have every confidence that the County of Lincoln will continue to grow and expand to the benefit of all its citizens upon a sound and progressive basis.

JOHN SMITH,
Mayor of St. Catharines

St. Catharines – The Garden City

While standing on the brow of the Niagara escarpment one summer day in 1838, Lord Durham is said to have remarked: "Never have I seen a region for which God has done so much and man so little."

Although the exact meaning of the statesman's remark is obscured in the mist of history, looking back we are inclined to assume he was struck by the beauty of the country. But today Lord Durham would find that, while the gifts of God to this region have survived, man has in the past century done a great deal. Indeed, he has perhaps done so much that the beautiful, abundant countryside admired by Lord Durham is threatened by modern progress.

Of all the communities in the county, St. Catharines has probably shown the greatest evidence of, and reaped the greatest benefit from, the varied works of man. It was a mere hamlet of 600 per-

Aerial view of St. Catharines.

The First St. George's Church.

sons in 1826. When Lincoln County was formed, St. Catharines had only about 5,000 people. Today, as the county seat, and the commercial and industrial hub of the area, it has 40,000 people and stands poised for a possible change in local government which would make it a city of 80,000.

Through the years St. Catharines has grown not only in size — area and population — but also in stature. Landmarks along the way were incorporation as a town in 1845 and as a city in 1876. Surpassed in the beginning by other communities, it turned out to be the one which grew, and attracted more people and more commerce and more industry — and grew some more.

Its geographic location did much for St. Catharines in the early, formative years. It was at the junction of natural traffic routes, on a small waterway, and to that it owed much of its early development. Later, it owed much to the fact that the small natural waterway had become a part of the Welland Canal system. Those circumstances finally made St. Catharines the major centre of population and of commerce for a wide district, and an industrial city which ranks high among the producing cities of Canada.

As the city grew commercially and industrially, it became less dependent, perhaps, on the waterway which had helped it in its

earlier years. But its strategic position was still its greatest asset. It was close to the border, close to the sprawling metropolis of Toronto, and served by rail, road and water transportation. And this year, 1956, the waterway that flows by the back door is in the process of being forged into a major link of the St. Lawrence Seaway, a circumstance which is expected to bring another period of boom and growth.

It was a waterway — the Twelve-Mile Creek — which first attracted the settlers back at the end of the 18th century. The first settlers in what is now St. Catharines are firmly believed to have been John Hainer and Jacob Dittrick, both from New York State. When the Revolutionary War broke out, their lives were immediately changed. Hainer, a miller, was not required to take up arms, but Dittrick enlisted on the side of the British. After the war, they came to Canada to settle. A list of Loyalist and disbanded troops who settled in the "District of Niagara, West from Mill Creek," contains their names, along with 154 others. The document was dated Sept. 17, 1787.

Hainer settled just west of the Twelve Mile Creek, and Hainer Street marks approximately where he lived. Dittrick settled east of the same creek, and his descendants occupied property for many years on what is now St. Paul St. West and on Westchester Ave.

At the time when these two families settled here, there was

St. Catharines' first hospital, "The General and Marine Hospital," established by Dr. Theophilus Mack in 1865, and rebuilt in 1874. It was here that Dr. Mack organized the first school of nursing on the North American continent.

An Apartment House on Queen Street, where Loblaw's now stands.

only one other building in this St. Catharines area. It was situated somewhere near where the old Taylor and Bates Brewery once stood on what is now Brewery Street.

It was owned by Hon. Robert Hamilton and was used as a storehouse for goods which the owner brought in by boat from Queenston for the requirements of the few scattered settlers in this area. All traces of this building disappeared long ago.

Thomas Adams built the community's first tavern in 1797, at what is now the corner of St. Paul and Ontario Streets. Within a year it had been purchased by Paul Shipman, who was noted for his genial hospitality, and made the tavern the best-known hostelry in the district. Since it was a favourite stopping place for travellers, its owner's name was gradually given to the little settlement, which was familiarly known for years as Shipman's Corners.

Mr. Shipman's first name was also preserved for posterity in the name of the town's chief thoroughfare, St. Paul Street. Yet not a great deal is known of him. One story says he came from Rochester, but most records indicate he and his wife came from New Jersey. Paul Shipman died in 1825, amid the busy time when the first Welland Canal was being built. A tombstone to his memory still stands inside St. George's Anglican Church, where it was placed after being taken from the old cemetery behind the first church.

The name Shipman's Corners quickly replaced The Twelve, but around 1816 it is generally agreed that the present name was coming into general and official use. It was named after Catharine,

the wife of the Hon. Robert Hamilton, the first in a distinguished line of men who contributed much to the city, the district and the nation. Perhaps the most famous of these was the Hon. William Hamilton Merritt, who conceived the idea of the Welland Canal and got it built; proposed the first railway suspension bridge across the Niagara gorge; and had much to do with the Welland Railroad. He was seven times Member of Parliament for Lincoln (and twice for Haldimand) and was an officer during the War of 1812.

The Hon. Robert Hamilton apparently had title to most of the land on which the city was built, and conveyed the lands to the early settlers. His wife was the widow of a Capt. John Robertson. It might be noted that the fact that Mrs. Hamilton spelled her name with an "a" has caused trouble ever since, and people who are not acquainted with the city — and many who are!—still tend to write the name "St. Catherines."

It is assumed that there were about 50 settlers in St. Catharines by 1796, for in that year a subscription list for funds for a church —the present St. George's Anglican Church, contained 38 names. As the city grew, so did the number of the churches, and so many were on one street that it was soon officially called Church Street. By 1876 there were 13 churches; by 1956 there were 47 churches and missions.

The first Imperial Bank in St. Catharines.

Ontario Street, a few years ago.

Moving the county seat from Niagara to St Catharines was a blow to the former and undoubtedly a boon to the latter. The fine town hall had been built at the corner of James and King Streets at the turn of the century — the cornerstone being laid Oct. 30, 1848. In 1862 that building became the county building.

It had been felt that Niagara was a bit off the beaten track, and was too far from the western end of the county. There was much bitter feeling about the move, but finally a by-law making the change was passed on January 28, 1862. Niagara got $8,000 in compensation.

St. Catharines continued to use offices in the county building but in July, 1878, purchased the property of Sir Frederick Benson for "temporary" use as a city hall. It was located on James Street, near Church, and was used until the present city hall was opened in 1937. The "temporary" period was a lengthy 59 years.

St. Catharines has clung through the years to its title "The Garden City," and this still persists despite its present rank as an industrial community. The title originally came from two factors — the trees and gardens in the city, where home ownership is a thing of pride, and the fact that St. Catharines is set in the midst of a bountiful fruit-growing area which creates beauty as well as cash.

As a "Garden City," it takes pride in parks, the first of which was Montebello Park, located on Ontario St. at the junction with Lake Street. It was acquired by the city from the William Hamilton Merritt Jr., estate, for some $9,900. Mr. Merritt, third son of the Hon. William Hamilton Merritt, had started to build a big home on the site of the park. He had travelled in Italy, and had been impressed with a village on Lake Como called Monte Bello, meaning beautiful mountain. He gave that name to his estate, and started construction of a house. When the foundation was finished, he died. The foundation became the base of the present park pavilion, the name Montebello was given permanently to the park. The material for the house was moved across to West St. Catharines where an older brother, Thomas Rodman Merritt, built a stately home, Rodman Hall. It still stands, more than a century later.

Other parks have been acquired by or given to the city during the years, and it is estimated that there are some 10,000 trees in the city, not counting those in the city parks. They are considered a great asset in this modern age, and are carefully nurtured.

St. Catharines was officially ranked as a village until 1845 when it was incorporated as a town. As a town, it had a mayor, a reeve, three deputy-reeves, and two councillors from each of five wards. Those wards were: St. Thomas', St. Andrew's, St.

Ridley College.

City Hall.

Rose Garden, Montebello Park.

George's, St. Paul's and St. Patrick's. On Jan. 3, 1876, a sixth ward — St. James' — was created.

When incorporation as a city came in May, 1876, each ward started to elect three aldermen, making a total council of 18 aldermen. This six-ward, 18-man council system persisted until July 6, 1894, when the six wards were reduced to three and the number of aldermen was cut from 18 to nine. The three remaining wards were St. Andrew's, St. Patrick's and St. George's. Subsequently it was decided to elect the aldermen from the city at large, rather than from specific wards. This system still exists today.

Col. Brown was the first Mayor of the City of St. Catharines, followed in 1878 by Lucius Oille. The present Mayor is John Smith, the clerk Herbert H. Smith and treasurer Stuart K. Watt.

Old Town Hall, erected 1848, which became the County Building in 1862.

Merritton

Two years after the separation of Lincoln and Welland counties an unusual transaction took place between two growing communities in the newly formed counties. Merrittsville in Welland, coveted the dignified name "Welland City," which had been adopted by the little hamlet in Lincoln. At the same time residents of Welland City were of the opinion that the name of Merritt should be honoured by a town a little nearer his boyhood home. And so with some slight alteration the exchange was made. Merrittsville became Welland, and Welland City took the name of Merritton.

At this time, nearly 100 years ago, Merritton was a thriving little community. The Welland canal had been in operation for about thirty years and the infant town was beginning to enjoy the prosperity it was bringing.

Early records show that the first settlers had arrived in the community in 1783, 1784, and were Loyalists from the New England States. A number of settlements were started in the vicinity of Merritton, each independent of the other. When the canal was built it joined not only the two great lakes but also joined the little com-

Town Hall — Merritton, built in 1879. Stone masonry by Walker Bros.

Former Independent Rubber Works — building now used as paper storage by the Interlake Tissue mills.

munities of Centreville, Westport, Protestant Hill and Slab town, which later amalgamated to form what is now known as Merritton. In choosing the name Merritton, residents were honouring the Hon. William Hamilton Merritt, a promotor of the first Welland canal, and an enterprising leader of that period.

The completion of the first canal set in operation a new and dynamic force in the community. Cheap water power and transportation became available and progress was further advanced when John B. Yates built the first hydraulic raceway. This was so constructed as to leave the canal at Merritton and flow rapidly down the escarpment, behind what is now St. Paul Street, St. Catharines. There it emptied into the canal level by the Glenridge bridge of today, and in its hurrying course turned the wheels of many small industries. Grist and saw mills and various other small industries were established to take advantage of cheap power provided by the canal and its branches. Some of the original canal locks are still in existence and provide an interesting comparison with the fourth or new Welland Ship Canal located one mile east.

The passing years saw a gradual development of the area. In 1850 the Welland Canal Loan Company was formed by the Hon. J. R. Benson and Hon. W. H. Merritt for the purpose of developing an industrial area in Welland City. With the help of this company industrial progress spurted ahead by leaps and bounds.

About 1856 the Beaver Cotton Mills were organized and in 1861 Gordon MacKay of Toronto built a cotton mill which was afterwards sold to the Canadian Colored Cotton Mills. It subsequently became the Lybster Paper Mill which as a branch of the Alliance Company is still operating. In 1864 the first sulphide and

paper mill in Canada was erected by Mr. John Riordan. This is recognized as the original unit of what is now Canada's largest industry, the production of pulp and paper.

In 1871 Sylvestor Neilon built the Lincoln Paper Mills now operated by the Alliance Paper Company Limited and the Phelps Hammer Works began production and in greatly enlarged quarters is carrying on as the Hayes Steel Products Limited. Interlake Tissue Mills and Garden City Paper Mills Limited, in the course of time located in town as added assets to the industrial picture.

Much of the growth and sound financial position of Merritton must be credited to the late Mr. Richard Clark, O.B.E. who served as Town Clerk and Treasurer as well as Secretary-Treasurer of the Public School Board for fifty-eight years. Blessed with an abounding faith tempered with caution for the future of Merritton, he lived to see the day that this community was in a solid financial position, one of the best in Ontario. But rather than any individual effort it has been the overall active participation of all citizens that is recognized as the key to Merritton's success. Good administration has always characterized the town's affairs with the result that steady progress has been maintained.

Electricity for public use was first generated locally by a thirty horsepower water wheel in 1890. The rate charged was 5c a week for a sixteen candle power lamp, 10c for a thirty-two candle power and 25c per week for an electric iron. It was forbidden to use electric irons after dark. The water wheel seemed to have more than its fair share of breakdowns. In 1908 the village purchased the system which since that date has consistently grown in efficiency until today it is providing over four million kilowatt hours

Old Lincoln Paper mills, owned by the Woodruff's of St. Catharines, now the Alliance Paper mills.

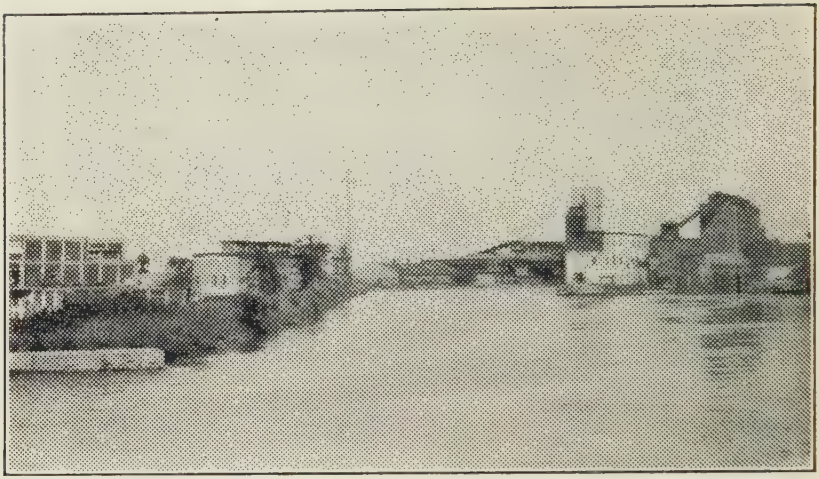
Old Canada Pole and Shaft Co. — now Hayes Steel Industries plant.

each month to homes and industries. Merritton now has a greater per-capita consumption of electric power than any other municipality in Ontario and the system is entirely free of debt, resulting in low power rates. Owned and operated by the citizens as a unit of the H.E.P.C. family, hydro in Merritton has become big business.

In 1918 the village was incorporated as a town, the occasion being fittingly celebrated on July 1 of that year. The principal speaker was the late Canon H. J. Cody who was at that time Minister of Education.

A long record of civic service can justly be claimed by the Merritton Hose Company. Originally organized in the mid-summer of 1888 it not only has served the community well, but has won many awards throughout the years for their fine precision drills. Thirty-four highly trained men now form the company and it is equipped with three pieces of the latest type of fire fighting equipment, as well as a modern ambulance. A retired Hydro Inspector, A. T. Lon Smith was treasurer of the company for more than a quarter century, as well as a leader in all projects towards community betterment.

Merritton has long established itself as a prime example of the power of public co-operation and civic good management. It has fine schools and churches, outstanding Service Clubs, a splendid library and sporting facilities. One of the famous organizations is the Merritton Athletic Association composed of a group of men who have devoted themselves to the development of activities calculated to appeal first of all to the youth of the community and through them to the adult population. It's success has been the key that has opened the door of athletic opportunity to thousands of young people. The annual Labor Day celebration of this organization attracts crowds of 30,000 people or more.



Riordon Paper mill, the first sulphide and paper mill in North America was built in 1864. This plant now is occupied by Kaupp Electric Co., Clark Machine Shop, Essex Packers and balance used as the town work sheds.

The population of Merritton is now approximately 5400 with 3,000 individuals employed in industries and the service trades. The Town is justly proud of its past history, but all citizens are agreed Merritton's greatest days lie ahead.

Port Dalhousie

The Port Dalhousie of a century ago bore little resemblance to the flourishing town of today. The little town originated with the building of the first Welland canal completed in 1829. The entrance to the canal was at the west end of the present Lakeside Park. Following the natural course of the Twelve Mile creek it passed along the northeast side of Lock Street and back of the Maple Leaf Rubber Company.

At the time of the construction of the second canal, 1842 to 1845, Port Dalhousie contained only 14 houses, erected on land owned by Squire Pawling. The Squire purchased the property from Captain Peter Tenbroeck, a United Empire Loyalist, who had received a grant of 800 acres from the Crown in 1796.

Squire Pawling, a bachelor, was one of the Port's most prominent citizens, leading an exceptionally active life. Besides being magistrate, school teacher, merchant and postmaster, he somehow

Port Dalhousie Harbour, May, 1887, looking north.

View of the port, taken from the east side near Lock One, showing the gateyard and the Woodhouse Hotel.

managed to find time to operate a farm and keep an eye on all community activities.

Ship Building and Dry Docks

The building of the canal led to the establishment of a shipyard by Robert Abbey, who arrived from Scotland in 1837. In 1850 a floating drydock was set up by another Scottish immigrant, Alexander Muir. These new developments were largely responsible for the early growth of the village. The dock is still in operation today under the ownership of the Port Weller Dry Docks Ltd. A second drydock was built some time later by Donaldson and Andrews, but was dismantled around 1873 to make way for the third Welland Canal.

The opening of this third canal brought boats by the thousands to Port Dalhousie. Along with them came prosperity to businessmen and citizens alike. Before the introduction of steam it was necessary to tow the lake boats through the canal by horses or mules, which were stabled in the village for that purpose.

The passage of these boats was slow. This meant considerable leisure for sailors and tow-boys; leisure which brought good business to the numerous taverns and small stores which sprang up all over the village.

Prosperous Village

Milling was another early industry of the village. John Lawrie, one of the first settlers, erected a flour mill on the site later occupied by the Maple Leaf Rubber factory. The mill was sold to

Norris and Neelon of St. Catharines and was later destroyed by fire.

The building of the Thorold and Port Dalhousie Railway in 1853 was another step in the prosperity of the village. The terminus was located on the east side of the old canal. When the line was extended to Port Colborne in 1859 it transported large quantities of grain, which had previously been carried in scows.

The steady growth in population of the Port finally led to incorporation. It was on October 30, 1862 that a by-law was passed by Lincoln County Council to incorporate the village of Port Dalhousie. The name was chosen to honour Earl Dalhousie, Governor-General of Canada at that time.

Members of the first council of the village were: Reeve John Lawrie; Councillors Alexander Muir, Owen McMahon, Nathan Pawling and Richard Wood. John Hindson was the first clerk.

Maple Leaf Rubber Company

In 1890 the Maple Leaf Rubber Company commenced operations in the former Lawrie flour mill. Strategically located for shipping purposes, business was excellent and furnished employment for many villagers. However, a disastrous fire on New Year's Day 1898 completely razed the plant and halted operations for several years.

The new building was opened in March 1900, where Lin-

Another view of Port Dalhousie Harbour.

View of east side of Port Dalhousie. The Empress of India, the first passenger steamer to ply between Toronto and Port Dalhousie, is docked at the Grand Trunk Station. The elevator, which burned Dec. 7, 1910, is also shown.

coln Fabrics Limited is now located, and business prospered. In 1907 the plant was taken over by the Consolidated Rubber Company, which continued to operate a large business until 1927 when the plant was closed. The closing of the plant was a great blow to the village since it left a large percentage of the village's population unemployed.

It was the Maple Leaf Rubber Company which gave the village its first electric street lights. For some time the streets had been dimly lighted by coal oil lamps. In 1890 these gave way to electric lights, using electricity furnished by the Rubber Company. The power plant was taken over by the village in 1912 and since that time Port Dalhousie has been served by a very efficient hydro electric system.

Other improvements came slowly. A water system was installed in 1920 and in 1922 the construction of sewers was begun. The first concrete pavement was laid on Main and Lock Streets in 1923, and the following year the War Memorial was erected in honour of the men of the village who made the supreme sacrifice in the first World War.

When the fourth Welland Canal was opened in 1932, taking ships through Port Weller instead of Port Dalhousie the village suffered another serious blow.

Incorporation

In spite of these economic reverses, however, the village

has continued to grow, and was incorporated as a town in May 1948. The population at the present time is approximately 3,000. Plans are being made to open two new subdivisions in the west end of town.

With industry limited, the majority of Port Dalhousie residents are employed in St. Catharines. Local industries include the Port Dalhousie Shipyards Limited, Port Weller Dry Docks Limited, the NuBone Corset Company, Lincoln Fabrics Limited and two canning factories, Canadian Canners Ltd. and Boese Foods Limited. The annexation of a portion of Grantham township has been proposed in order to furnish room for industrial expansion.

Three churches minister to residents of the town, St. John's Anglican, St. Andrew's United, and Star of the Sea Roman Catholic Church.

Educational Institutes include two public schools and one separate school. The construction of a three-room addition to the separate school is now under way. Graduates of these schools attend the Linwell District High School in Grantham township.

Further proof of the town's progressive character was apparent last year with the opening of the modern public utilities commission building on Lock Street. An efficient volunteer fire department furnishes fire protection and police protection is provided by Provincial Police.

A recent innovation of which the town is justly proud is the newly formed Port Dalhousie Trumpet Band, trimly turned out in guardsmen-like uniforms of navy, scarlet and gold with sealskin busbies.

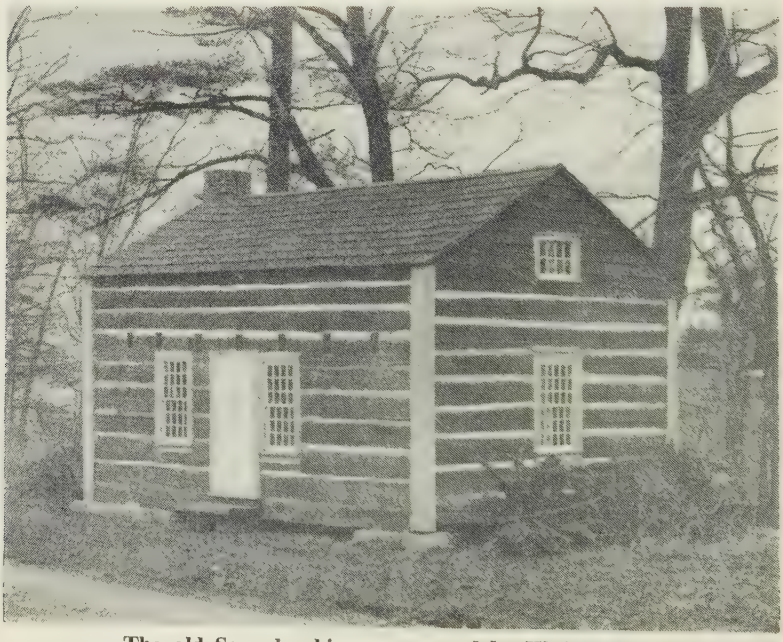
The administrative body of the town at the present time is composed of Mayor Robert M. Johnston, Reeve Paul Manning, Deputy-Reeve C. L. Wright and Councillors J. T. Morgan, G. A. Wing, W. I. Mackie, N. S. Johnston, D. A. Morris and J. Beswick. W. L. Graham is clerk and treasurer.

As well as having all the pleasures of life in a small town, the residents have the conveniences of the city, the joys of summer spent on the shores of Lake Ontario, one of the most popular playgrounds on the Great Lakes, Lakeside Park, and the excitement associated with the greatest rowing event on the continent, the Royal Canadian Henley Regatta, which is held here each year, during the last week of July.

Louth Township

It was good hunting and fishing as well as excellent soil and waterways that attracted the first settlers to Louth township. Seeing "salmon leaping from the creek," and "a deer on every point," the two Secord brothers decided to erect their first little cabin on the east bank of the "Twenty." According to family tradition and available records, the Secord lads had served as scouts for Butler's Rangers and fled to Niagara after the massacre at Cherry Valley, N.Y. in 1777. Knowng that they could never return to their old home they were among the first of the great company of Butler's Rangers to settle in the new territory.

As a memorial to these stalwart brothers, the old Secord cabin has been restored and is being preserved by a Louth resident, Mr. W. E. Troup. The little hand-hewn cabin is definitely one of the earliest in the township. It was moved from its location



The old Secord cabin, now owned by W. E. Troup.

St. John's Anglican Church on the escarpment above Jordan.

on the Twenty to the Troup property overlooking the Sixteen, and is now used to house part of his valuable collection of early Canadiana.

Besides the Rangers, loyalists from many of the eastern states arrived in the community and were granted land. Among them were a number of families from New Jersey. According to a map of 1791 some of the early names in Louth were: Bradt, Fry, Beamer, Patterson, Futney, Vollick, Smith, Price, Hare, Cole, Bebee, Burtch, Haynes, Pawling, Clendenning, Tenbroek and Walker.

In 1799 a party of two arrived on foot from Pennsylvania to investigate the possibilities of the community as a settlement for a number of Mennonite families who hoped to find homes in the new country. Amos Albright and Abram Moyer spent several weeks in the community, buying up 1,100 acres of land from the Loyalist settlers at $1.50 and $2.50 per acre. Later that summer they retraced their steps along the narrow, mountainous trails, this time with their families and their household goods loaded in horse-drawn conestoga wagons. Several other families accompanied them, and during the next few years west Louth and east Clinton became thickly populated with these Pennsylvania farmers. Their skill in farming, as well as their thrift, industry and integrity left a distinct economic and cultural impression upon the Twenty district.

Jordan and Jordan Station

Blessed with a large natural harbour the Twenty once known as the Jordan River, soon played an important role in the economy of the community. It was largely responsible for the development of the villages of Jordan and Jordan Station which became busy shipping centres. Jordan Station was first known as "St. Mary's", later taking the name of "Bridgeport," while Jordan was first named "Hoy."

In the early 1800s, exports from Jordan Harbour were chiefly logs for masts, tan bark, hides, and ashes used in industrial centres for the manufacture of soap. Later as agriculture developed there was a steady export of grain and flour, and later fruit and fruit products.

Ship Building

Although ship building never became an important industry at the harbour several schooners were built along the banks of the Twenty, including the "Sweet Home," built by William Bradt, and the "Flying Dutchman," and "Mayflower," built by Moses Overholt. By the time the Mayflower was launched the Great Western Railway had erected a bridge across the Twenty which meant the beginning of stiff opposition and the passing of the shipping industry.

The Twenty Pond still harbours many boats, but the schooners and lake boats have given way to motor boats and canoes.

With the building of the Queen Elizabeth Way in recent years, a new enterprise has come to the old harbour community, dependent

The warehouse and swing bridge at Jordan Harbour, once a busy shipping centre.

on land traffic instead of shipping. Prudhomme's Garden Centre Hotel and Motel is becoming internationally famous as possibly the largest and best equipped country hotel on the continent. With its huge convention hall, recreational facilities and summer theatre, the enterprise attracts thousands of tourists, bringing a great deal of business to Louth the year round.

During the middle of the last century when shipping was at its height, the banks of the Twenty were lined with mills and other business establishments. There was a tannery, several saw mills, a brick yard, a grist mill and a woolen mill. By 1850 according to Page's Atlas, there were 1,786 inhabitants in Louth, one grist mill, five saw mills and the land produced mainly wheat, oats, and Indian corn.

Glen Elgin

The grist mill located at the beautiful falls on the Twenty was built by 1807 by George and John Ball, sons of Capt. Jacob Ball who with their father and two other brothers had served with Butler's Rangers. While the elder Ball received a large tract of land in Niagara township, George and John chose the site at the Twenty as their allotment, and were granted 1,200 acres. A mill was immediately erected and by 1812 was considered of such vital

Modern view of Jordan Harbour where shipping has given way to motor traffic.

importance to the community that a regiment was stationed there to guard it during the war.

Along with the grist mill George erected a saw mill, a cooper shop and later a woollen mill at the "upper" falls at the south end of his property. When George Peter Mann Ball took over in 1838 business was booming and a good sized settlement had sprung up. The little community was named Glen Elgin and at one time it was thought that it might become the metropolis of the county. Surveyors were hired to lay out a plan for the future town. Competition from nearby towns, however, as well as unfavourable location eventually spelled the doom of Glen Elgin. George P. M. Ball was a member of Louth council for 16 years, serving as reeve for a number of years, and in 1867 was appointed county treasurer.

Jordan Historical Museum of the Twenty

Small industries flourished in Louth during the last century. Products and tools of local cabinet makers, tinsmiths, blacksmiths, weavers, potters and other craftsmen are now being preserved at the Jordan Historical Museum of the Twenty, where visitors may trace the development of many early industries. The museum was opened in May, 1953 in the old Isaac Wismer home on Front Street. It is a co-operative effort between the community and the one large industry of the district, the Jordan Wine Company.

Rockway

Another small community in Louth is Rockway, on the Fif-

A view of Main St., Jordan about 50 years ago, showing the A. K. Wismer carriage shop.

The Ball homestead stands on the banks of The Twenty near the historic spot known as 'Ball's Falls'. It was built by George Ball and, during the War of 1812 British soldiers were stationed there to protect the mills, which supplied flour to the troops. The present owner is Mr. C. M. Ball.

The Grist Mill erected by George and John Ball, 1807, and operated by the Ball family until 1911.

teen Hill near the county boundary. It is thought that the first church in the township was organized here in 1809 by the Rev. Daniel Ward Eastman, a licentiate of the Morris County Associate Presbytery. Mr. Eastman travelled widely through the peninsula, visiting small settlements and establishing churches. Eight members were enrolled at the organization of Louth Presbyterian Church — Henry Beamer, Philip Beamer Sr., Jesse Jones, Archibald Flack, Levi Beamer, Cornelius Ryckman, Andrew Bradt and Henry Smith. The first church was a small log building at the foot of the Fifteen Hill. In 1824 a new two-storey frame building was erected and was used jointly by the Presbyterians and Episcopalians. The present building was constructed in 1892.

First Township Council

The history of the township can be read quite plainly in the township council minutes, beginning with the first entry, March, 1793. Adin Bebee was elected town clerk and also served as as-

The Jordan Historical Museum of the Twenty, Front St., Jordan, displays early pioneer material pertaining to the life of the settlers at the Twenty. It is open from May to November, 11 a.m. to 5 p.m. daily.

A prized exhibit of the Museum is the huge cider press belonging to the Fry family.

sessor, with Peter Wycoof. Ebenezer Culver was collector, Jesse Pawling, Ede Burch, Peter Wycoof, roadmasters; Henry Beamer, Benjamin Fralick town wardens. One of the first minutes entered in the record is dated 1797 and reads: "There is also a law made at this town meeting that cattle and hogs is to run at large."

An interesting by-law passed by Louth Council 99 years ago was the bylaw to make and keep in repair plank sidewalks in the villages of Bridgeport, Jordan and Glen Elgin. One half of the statute labour in the villages was to be devoted to this purpose. A second by-law at this meeting authorized the keeping of township accounts in dollars and cents.

Township councillors in 1856 were George P. M. Ball, reeve; N. H. Pawling, Philip Gregory, Solomon Secord and Daniel Bradt. Abraham Martin was clerk and treasurer, Eli Gregory, assessor and George G. Martindale, collector. W. Elston Honsberger is the reeve for 1956 and Irvine Rolfe is the present clerk and treasurer.

Jordan Station was given the status of a police village in 1915 with Alex Troup, John Martin and H. W. Hunsberry elected as village trustees. Mr. Hunsberry was secretary, and served as a village trustee for thirty-five years.

It was nine years later that Jordan was made a police village. The first trustees were J. A. Wills, F. Hannigan and C. S. McIntyre who served as secretary-treasurer. A. F. Rubel was appointed constable.

Clinton Township

By the year 1800 there were at least 66 families settled in Clinton township, and possibly many more. It was early in the year that 66 farmers consulted the township council and devised 66 different styles of ear cropping and nicking as distinctive markings for their cattle, sheep and hogs that were permitted to run at large. The registering of these markings is the first item of business recorded in the Clinton township minute book, except for the listing of council members and officers beginning with the year 1793.

David Adair was the first town clerk; Elias Anderson and George Ransier, assessors; Philip House, collector of taxes; Francis Albright and Philip House, overseers of roads; Harmanus House, pound keeper; Jacob Beam, (spelled Beaum) and Harmanus House, town wardens; Samuel Hamell, constable.

Among the early settlers in Clinton are found the names of

Typical of the Pennsylvania Dutch farms in the community is that of Isaac High, at Vineland Station.

Boughner, Corson, Coon, Corwin, Culp, Fisher, Hawn, Henry, Kitchen, Konkle, Lawrason, Marseilles, Merrill, Overholt, Tallman and Walker. These families settled in the northern area. To the south along Spring Creek were the families of Bertrande, Book, Cohoe, Comfort, Dawdy, Dennis, Frease, Hitchcock, Huntsman, Johnson, Linderberry, Mingle, and Zimmerman or Simmerman. The first council after the formation of Lincoln county, 100 years ago, was comprised of John S. Walker, reeve; William Walker, Solomon Hill, Peter Simmerman and Joseph Linderberry. The clerk was Robert Henry.

Vineland

With the township line falling along Victoria Avenue, the police village of Vineland lies half in Clinton and half in Louth township. One hundred years ago while Jordan and Jordan Station were sprouting plank sidewalks, Vineland was still slumbering under waving grain fields, and the site of the present village was marked only by a few farm homes and a store. Like west Louth, the majority of the settlers in the east Clinton area were Mennonites from Pennsylvania, the earliest being four Kulp brothers who settled in the Beamsville district. The main immigration started at the turn of the century and within a few years these Pennsylvania

Victoria Ave. Vineland, looking south to No. 8 Highway.

farmers occupied most of the land in the Vineland, Campden area to within a few miles of Beamsville.

The first church in the district was organized in 1801 and was known for many years as the Moyer Mennonite Church since the little log building was erected on property donated by Jacob Moyer who became the first Bishop of the congregation. This building was also used as a school for a number of years, with Samuel Meyer serving as the first teacher.

It was not until 1894 when a post office was established that the village received its name. By this time the village had grown considerably and had several stores, a shoemaker shop, black smith,

The original cemetery of the Vineland Mennonite church, showing part of stone wall erected by Newton Perry for ninety silver dollars.

A view of the grounds of the Horticultural Experiment Station, showing some of the early plantings.

two churches, and plans were being made for a fine new brick school which was erected the following year. The growth of the village which became a police village in 1925 can be traced in the changes made in the public school building. From a one-room school 60 years ago it has undergone remodelling and expansion until now it comprises eight rooms. The first village trustees were Frank Summer, Roy Honsberger and Edgar Snyder.

With the influx of European immigrants to the district after the war, the village has experienced a phenomenal growth. New streets and subdivisions are rapidly extending the boundary and increasing the population. A water system was installed in 1953, and a volunteer fire brigade organized shortly afterwards.

Horticultural Experiment Station

Vineland is widely known throughout Canada for its contribution to agriculture through the Horticultural Experiment Station. Located north of the village, near the lake front, the station covers about 217 acres. It is devoted to research and experimentation in agricultural methods and practices and the propagation of new varieties. The station has made a great contribution to horticulture in the province, especially in the line of soil management and orchard practices. Through an extensive breeding program

nearly a dozen important varieties of peaches have been developed in recent years, as well as eight varieties of cherries, and a number of other fruits and vegetables. A 35-acre plot was purchased 10 years ago to permit experimental work with grapes. Although this work is comparatively new already four promising new varieties have been developed.

Property for the Experiment Station, originally 90 acres, was presented to the Ontario government in 1906 by the late M. F. Rittenhouse. Mr. Rittenhouse was a Vineland man who made good in the lumber business in Chicago. His gifts to the community also included the public school which bore his name, once known as the best equipped, most up-to-date rural school in the province, a community hall and park, the beautifully landscaped village cemetery, and improved road and sidewalk from the lake to the village.

Campden

One of the earliest business and shopping centres in Clinton was developed on the escarpment at Moyers' Corners, now known as Campden. Several of Jacob Moyer's seven sons bought farms in this district and since much of the area for miles around was owned by Moyers the name seemed appropriate. However, when a post office was to be located in the village the English name of Campden was suggested in keeping with Simcoe's pattern of selecting names.

Although there were a few log houses in the area as early as 1812, the first business establishment was a tailor shop started by Jacob Albright. Others soon followed until in the 1850's when the post office was opened, the village was a flourishing community of

Main Street, Campden.

United Church, Tintern.

nearly 150 inhabitants. Besides a general store there was a shoe shop, several blacksmiths, a cabinet maker, a cigar factory, chopping mill and pottery. By 1876 there were two churches and a school.

Being off the main thoroughfares and some distance from the railroad, Campden could not long compete with other growing commercial centres. Today it is largely a residential village and a number of new homes have been erected within the past ten years. Nearby is Bethesda Home, a 90-bed mental hospital operated by the Canadian conference of the Mennonite Brethren church. Campden was incorporated as a police village in 1905, with Dr. F. S. Comfort, Jacob Moyer and Alvin Moyer as the first trustees.

Tintern

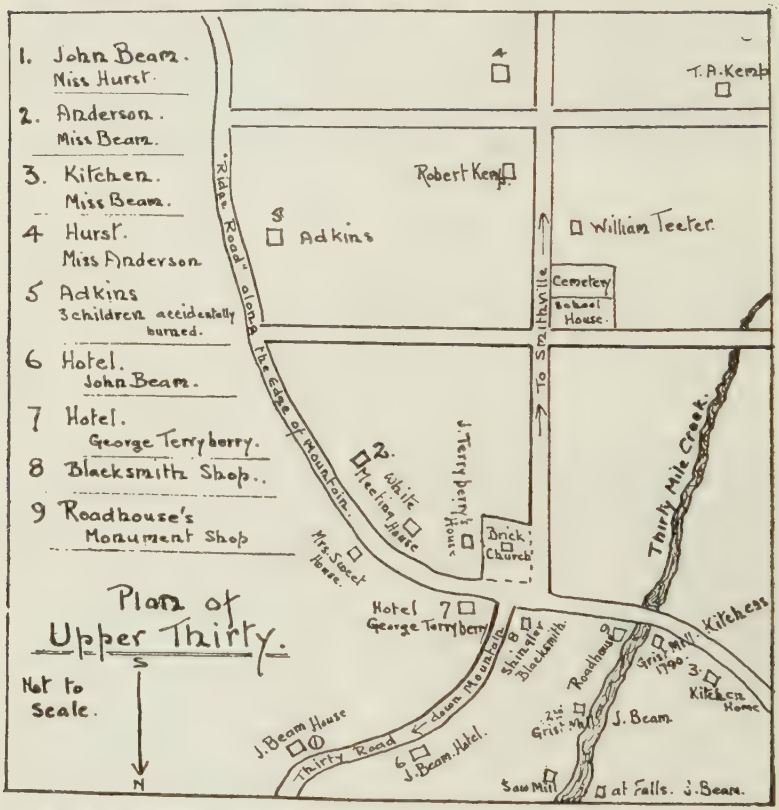
Another small community in the southern part of the township is Tintern. In Page's Atlas of 1876 Tintern is mentioned as a new locality, having a school, a post office, a blacksmith and carriage shop, also a Methodist church, now United. Like Campden the community did not develop industrially, and remains rural in character.

On the Twenty Mile Creek not far from Tintern, was situated one of the largest mills in the county. Built by Andrew Dean one hundred years ago, the huge mill stones ground flour and feed for

the community for 55 years. It is said that Mr. Dean went heavily into debt to erect the immense five-storey building, the six imported mill stones, alone costing $440. each. But business soon flourished, and Dean was well repaid for his foresight and effort. The mill ceased to operate in 1912, and was razed in 1948.

The Thirty

Another thriving little community of Clinton was located on the Thirty Mile Creek, a short distance south west of Beamsville. The little village has vanished almost completely, but at one time there were several mills here, also a tannery, a furniture shop, distillery, black smith shop, several hotels and stores. It also rated a post office of its own and for a time was known as Johnstown, being named after John Beam, the son of Beamsville's founder.



Map of a vanished community. The history of the Thirty Community on the escarpment South West of Beamsville is typical of what has happened to many small settlements during the past century. Due to the development of industry and commerce in larger centres, mills and business establishments have disappeared and only fine homes remain.

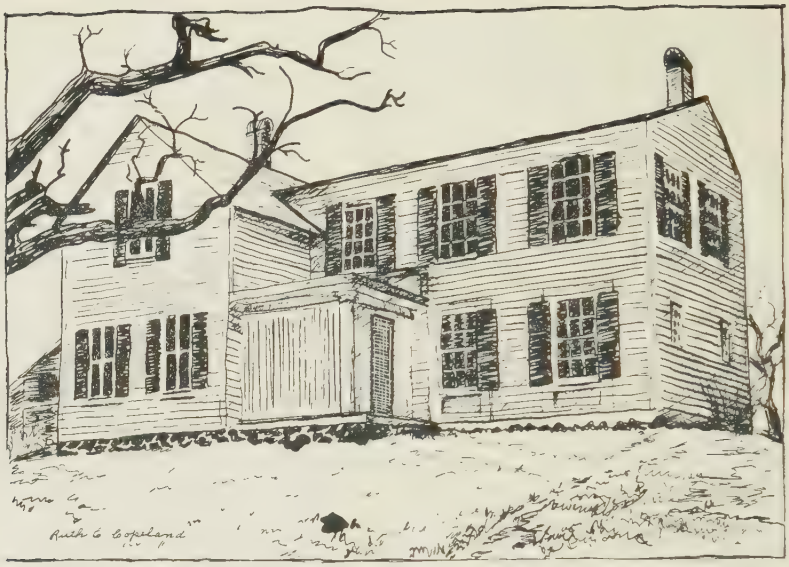
Beamsville

Three years after the founding of the County of Lincoln, the young County Council fathered a thriving offspring by approving a by-law to set up the community of Beamsville as a police village. Twenty years later this municipal entity became an incorporated village, now in its 79th year. Cyrus Kilborne was its first reeve.

Steady though unspectacular growth marked the history of Beamsville for nearly seven decades after incorporation. But the period since World War II has seen a 70 percent increase in population and a great community awakening that has resulted in Beamsville becoming one of the most modern and up-to-date of Canada's smaller towns.

Jacob Beam who gave his name to the village was a United Empire Loyalist who arrived in the district in 1788, according to the inscription on the headstone of his youngest son, John. The family

An old-time hostelry in Beamsville, long-since departed from the local scene as have all the other hotels of the village that performed a popular and important function in the life of the times.



The home of Jacob Beam, who founded Beamsville. The present front of the house was formerly the back and the right portion is the original building with its hand-hewn timbers. The walnut newel post of the old stairway has an inset mother-of-pearl decoration, which is said to indicate that the house has been fully paid for.

was granted 400 acres in Clinton Township, and 500 more in Grimsby. With other members of the family receiving grants and clearing land, the name of Beam was carried on in this part of Lincoln County long enough to establish Jacob Beam and his relatives as founders of the village.

Early Development

Beamsville developed gradually from a small community struggling to maintain life among its members. Grain farming was the first consideration after the land was cleared. Then came mills to grind the grain, to cut lumber and to provide the raw materials for clothing. Soon there were tanneries, blacksmith shops and hotels and the young community thrived, reaping benefits from the shipping business carried on at "The Harbour," located on the "Thirty Mile Creek," several miles west of the village.

Jacob Beam gave the site of what is now First Baptist Church in Beamsville, oldest in the province. First a log building was erected on the west side of the property. In 1803 a brick building was constructed. The present church was erected in 1856 and dedicated Nov. 28, 1858. It is interesting to note that among the early burials in the churchyard was that of Dr. Cyrus Sumner, army sur-

geon, who is said to have dressed the mortal wounds of Sir Isaac Brock at Queenston Heights.

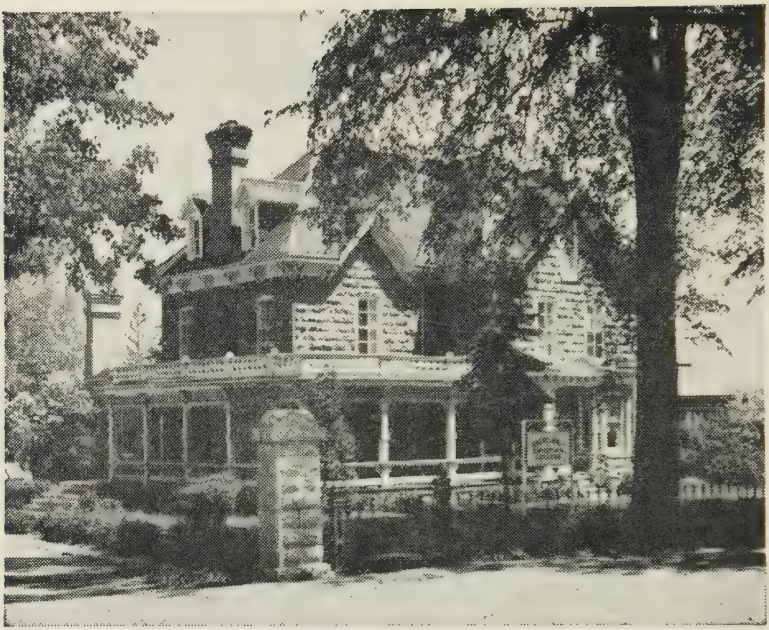
As a trading centre in a predominantly grain growing community, Beamsville's growth was slow. There is a tradition that the first peaches were grown by Jacob Beam, and it is also said that the first cheese in this part of Ontario was made from the milk of his cows.

Mills were among the first commercial establishments in the village, ranking alongside hotels and shops as necessities of life. There was a distillery serving the physical needs of many of the townsfolk, located on farm property owned by a Mr. Marlatt. School was first held in a little rough-cast building, and from this school, called The Academy, comes the name of Academy Street. Later came the County Model School, where teachers were trained in Lincoln County, also the high school.

Harris Foundry

In the almost self-contained community that was Beamsville in the first half of the 19th century, the local foundry and blacksmith were important institutions. The Harris foundry on Ontario Street was a local industry, the home of notable advances in reaping

First Baptist Church, oldest of its denomination in Ontario, in whose graveyard lie many district pioneers including members of the Beam family.



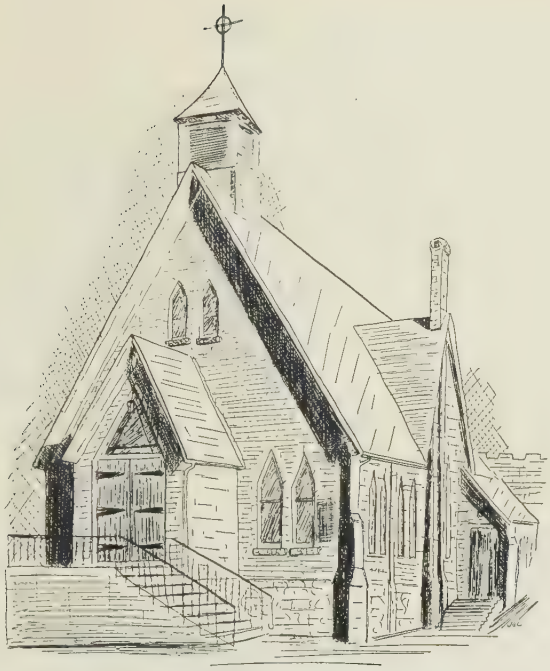
Fine old stone residence, built as the home of the late Senator William Gibson, founder of the once-thriving Beamsville quarries. It is now the main building of Great Lakes Christian College.

machines of that day. The firm turned out the familiar Kirby mowers and reapers, and later also manufactured field rollers, sugar kettles, corn cultivators, corn plows and road scrapers. It held patents on the Kirby reapers and cast iron Butterfield plows.

According to local stories, the Harris firm decided in 1871 or 1872 that it required a supply of piped water for its factory, a two-storey frame structure located at the rear of the present post office. Alanson Harris also was dissatisfied with the tax rates levied by Clinton township for the police village. Since the council promised no relief in the matter of taxes he moved his shop with its 15 employees to Brantford, where in 1879 he met Daniel Massey. The result was that in 1891 Massey and Harris got together and formed what is now the great Massey-Harris company.

The Quarry

Robert L. Gibson, a skilled stonecutter from Aberdeen, Scotland, visited Beamsville around 1875 and sized up the stone all along the escarpment as far as Jordan, with a view to using it as building material. After opening his famous quarry here, there was an immediate influx of workers into the town, a great many of whom built houses and remained as permanent residents.



St. Alban's Anglican Church.

Mr. Gibson had his quarry operations well under way when he was killed prematurely at the age of 49 in an accident at Jordan. Within a few years the quarry came under control of his nephew, William Gibson, later Senator, who had come out from Scotland at the age of 16 to live with his uncle. From that time the quarry was "big business."

With the advent of the quarry, Beamsville prospered and grew. Some of the quarry personnel took leading roles in the village's affairs. Such a one was John Ritchie, the right-hand man of Senator Gibson. Embodying all the best traits of Scotsmen, Mr. Ritchie earned the respect of all Beamsville residents, and served the village as reeve from 1892-96. He was Beamsville's first reeve to achieve the highest office in the County of Lincoln, being elected Warden in 1895. Mr. Ritchie left a permanent memorial behind him in the form of a water-works system for the village. Beamsville was among the first municipalities of its size in the province to possess such a fine utility.

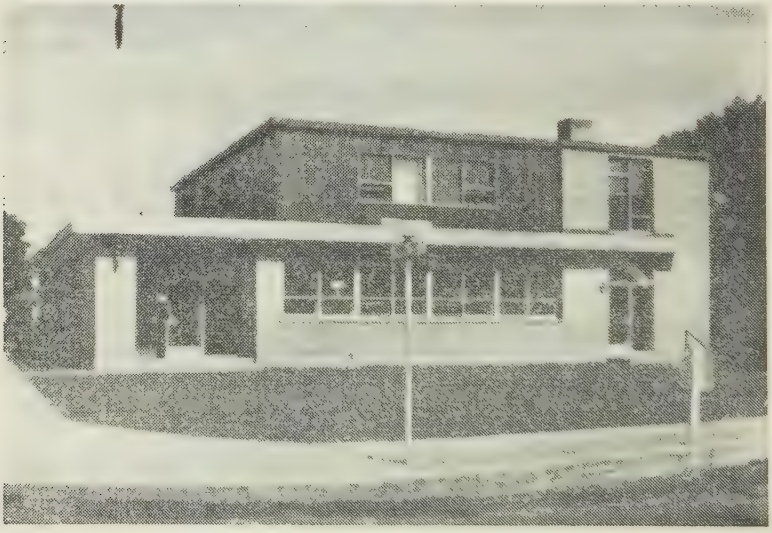
Since the turn of the century the history of Beamsville has been placid, broken only occasionally by ripples of excitement. Declaration of war in 1914 saw a fine response from the men of this dis-

trict, and many of them never returned from the global conflict.

R.F.C. Training Centre

In 1917-18 there was a tremendous excitement here over the establishment of a training station for the Royal Flying Corps pilots. The airfield on the eastern outskirts of the village was a nine-day wonder. After its closing, however, the village settled back into the normal pattern of a small country town, dependent largely upon agriculture and the fruit industry.

In 1945 began the great increase of population that has characterized the post-war period. Newcomers, many of them from the cities, began building homes in the village, turning Beamsville into a suburban community. This sudden growth has brought problems as well as benefits to Beamsville, the same problems being faced throughout this growing country and community.



New Post Office, opened in 1954.

Gainsborough Township

Gainsborough is the largest township in Lincoln County, containing some 38,451 acres. It is bounded on the east by Pelham township in Welland County, on the south by the Chippawa or Welland River, on the west by Caistor township and on the north by Grimsby and Clinton townships.

Two large streams water the township. To the south the Chippawa, deriving its name from the Indians who dwelt along its shores. and meaning, it is said, a "tribe without moccasins". To the north flows the Jordan or the Twenty. Several smaller streams empty into them — North's creek into the Twenty; and Ash, Beaver, Parker's and Sucker creeks into the Chippawa. The Fifteen and Sixteen Mile creeks rise in this township and flow east and north as does the Twenty, to finally empty into Lake Ontario.

The land in Gainsborough is generally rolling, the soil is clay and clay loam. The flats bordering the streams contain a rich alluvium.

Inn and stage-coach stop, St. Ann's, built by Adam Mingle in 1816, still stands. Now the home of Mr. Dalton Lane.

The century old Cronkhite hotel at Wellandport.

First Families

The first settlers along the Chippawa came in canoes or boats from the Niagara River westward. John Dochstader arrived in 1783 and formed a small settlement on Lots 1 and 2, Concessions I and II. He was followed shortly by the families of Dils, Heaslip, Henry, Hodges, McDonald, Parker, Reese, Robins and Thayer. The north part of Gainsborough along the Twenty was settled by the families of Comfort, Dean, Felker, Fisher, Gee, Hitchcock, Hutt, Kennedy, Lane, McCollum, Mingle, Roy, Roszell, Snyder, and Wrong. The centre of the township was for years considered inferior to the lands north and south of it, but during the 1830's a man named Sundy and other Germans began to settle there and now some of the best farms are located in this part.

The names of many of the pioneer families are to be found on early voters lists and on the muster rolls of the 4th Lincoln regiment. They served during the War of 1812-1814, taking part in the various battles, while the older inhabitants supplied wheat, rye, and beef to the British forces.

The first schoolhouse known in the township was built near the Gee bridge in 1798, and shortly afterward another was erected at Snyder's Mills (St. Ann's). The first teacher there was John

Kennedy who for many years was Reeve of the township and a prominent citizen in the community.

A log church was built in 1799 on Lot 13, Concession VI, by the Presbyterians, and the Rev. Daniel Ward Eastman who came into the province in 1801 held services there. A Methodist church was built in 1818, the first resident minister being the Rev. Henry Ryan. Three small villages in Gainsborough have a history of their own.

St. Ann's is situated in the northern part of the township on the Twenty or Jordan creek. It was first called Snyder's Mills, having been founded by Adam Snyder who came from New Jersey with his wife, Ann Freas, and eight children in 1793. A year later he started to build a grist and a saw mill on the stream. From old documents it would seem that the place was once known as Sodom on the north side of the Jordan and Gomorrah on the south. These names lasted only a short time and the little settlement has since been known as St. Ann's. A story told by descendents of Adam Snyder states that his wife Ann, befriended the Indians who came to her door, and was so good to them that they looked on her as a saint and named the Snyder place "St. Ann's."

In 1816 Adam Mingle built an inn at St. Ann's which was

A view of the Chippawa river. Taken from the bridge at Wellandport.

Snyder's Mills, St. Ann's. Built by Adam Snyder in 1794.

a stage coach stop. He also erected a trading post across the road, the main part of which stands today. It is said that the chief articles for sale were Jamaica rum and muscovado or clayed sugar.

Today St. Ann's is the centre of a dairy and beef farming area with considerable poultry being raised. Carloads are shipped out on the T.H. & B. Railway; and it is claimed there are more cattle in the yard at St. Ann's than in most other Ontario stations. W. H. Comfort is one of the big shippers, sending out several carloads weekly. One or two carloads of cattle also arrive in the community each week from the Ottawa valley, and an abattoir is in operation only a short distance away.

It used to be the boast of the old timers that practically every person around St. Ann's had been born there and came of pioneer ancestry. That can no longer be said, as many new families and new Canadians are moving into the district.

Bismark village is situated at the intersection of highways 20 and 57 and a country road. The Gainsborough township hall is located here, where the township meetings have been held for many years. The village was once a busy shopping centre with several stores and two cheese factories. Now it has a general store, a gar-

age and service station, a machine repair shop, a lumber yard, and one church, the United.

Wellandport, located on the bank of the Chippawa at the junction of highway 57 and the Canboro road, is a picturesque village of over 200 inhabitants. It was at one time called "The Narrows" because a narrow strip of land separated the waters of Beaver Creek from the Chippawa River. The area was first settled between the years 1795 and 1800 and it was soon the scene of considerable shipping with a great quantity of lumber and logs being rafted down the river. The first mill was built in 1816, and in 1820 a grist mill, saw mill and distillery were to be found at the west end of the settlement. In those days there were four hotels operating in the village, of which the century-old Cronkhite hotel is the only one left.

Wellandport now has four general stores, a feed and chopping mill, a hardware store, undertaking establishment, electric and radio store, several garages and service stations. The main street, part of Lincoln County's Canboro Road, was paved by the county; but it is worthy of note that about fifty years ago the sidewalks on either side of the street were built by volunteer labour of the citizens, the concrete being mixed by hand. The required materials were bought by money raised by the same citizens through holiday celebrations, callithump parades, etc.

Gainsborough township was in the beginning and still remains a farming district. It boasts no cities or towns or commercial centres, yet largely because of this it has retained much of its natural beauty. Little villages and hamlets dot the landscape and old homesteads surrounded by lawns and shrubbery skirt the winding roads. Large barns, silos, chicken houses and hatcheries indicate a flourishing farm industry. Well tilled fields, and gently rolling meadows leave one with a pleasing picture of a fine Lincoln County township.

Caistor Township

Caistor township is in the southwestern part of Lincoln County. It was named after a little village among the hills of Lincolnshire, England. Like Gainsborough, it is an inland township, having similar land and soil formation and being watered by the same streams — the Twenty on the north and the Chippawa to the south. Into these flow numerous little creeks, one emptying into the Chippawa at Caistorville being called Wolf Creek. Probably in the early days wolf packs made this area their abode.

Before Caistor was surveyed it was laced with Indian trails following the creeks along which various tribes portaged from Lake Ontario to Lake Erie. One of the first maps shows such a trail leading from the Forty south-west across Grimsby township to the Twenty, into Caistor and eventually on to the Chippawa and the Grand Rivers. Many of these trails later became winding roads and are in use today.

A view of the Chippawa in Caistor. Many of the first settlers in this township came by canoe or boat on the river, which was navigable as far west as this point.

First Settlers

A curious story is connected with Caistor's first settler. A negro named Diamond, in all probability a runaway slave, found his way in a canoe up the Chippawa River where he is said to have squatted in a nice location near the river. Here he began in leisurely fashion to clear a bit of land and build a rude cabin. By fishing and growing Indian corn he managed to eke out an existence for four years from 1778 to 1782. At that time Henry Dochstader, a United Empire Loyalist from New York State, came with his family, bought out the improvements of the old fugitive slave, and was granted some 800 acres on Lots 2, 3 and 4, Concession I, on the Chippawa River. Thus he became the first white settler in the township. Joseph, son of Henry, was for many years a valued Indian interpreter. He had great influence with the Indians and attended their councils. He was also employed by the government.

In 1794-1796 four Lymburner brothers, John, Matthew, James and Alexander, made their way up the Chippawa and settled near Dochstader. They were followed by the families of DeGrow, David Merritt, John T. Dean, Peter Morse, Rev. Henry Ryan, Rev. Isaac B. Smith, John and James Clendenning, Joseph Gallineau, John Killins, John Stevenson, Nathan Raymond, Philip Tice and

One of the little Red Schoolhouses of yesteryear. S.S. No. 7, Caistorville.

last but not least, Caleb Travis, the father of 24 children — enough to form a small settlement of their own.

Pioneer Life

Baptist Church near Abingdon.

The first settlers suffered many hardships. Provisions frequently had to be carried along Indian paths from thirty to forty miles. As the land was cleared and wheat grown, every ear was carefully gathered, threshed with a flail and cleaned on the first windy day. As there were no fanning mills the first apparatus used was a blanket fastened to two poles. When the grain was thrown against it,, the wheat dropped to the ground and the wind blew the chaff away. The grain was ground Indian fashion between two stones, or in what was termed the "Hominy Block". This was a hardwood stump about four feet across, with a hollow space burned in the top large enough to hold a bushel of wheat which was pounded by a hand-made "plumper."

Families made their own cloth and garments of flax and wool. Farmers made their own sleighs, cradles, rakes and wooden pitchforks. Many of them tanned their own leather and made their boots and shoes.

The first saw-mill was built on the Chippawa by John Lymburner in 1799 on Lot 6, Concession II. As the township was heavily timbered with oak, pine, ash, beech and maple trees, lumbering became the chief industry. The lumber was shipped or rafted down the river to Chippawa and from there to other ports.

The first schoolhouse was built of logs in 1816 on Lot 2, Concession I, and the teacher was one, Wilson, who for reasons unknown was called "Nappertandy". For many years the school was also known by that name.

Caistor settled slowly and in 1817 there were but twenty-four families. Even today it is not a thickly settled township, its population numbering about 1,800. Several small villages are located

Pastoral Scene in Caistor township.

in the township, the oldest being **Abingdon** and **Caistorville.** On an early map Caistor Post Office is marked on Lot 1, Concession I, almost on the line between Gainsborough and Caistor and near where **Attercliffe** is marked today. **Warner** is a village on the Chippawa and **Caistor Centre,** as the name implies, is in the middle of the township. Abingdon has a community hall and an athletic field with floodlights.

Caistorville at one time had two churches — a Wesleyan Methodist and an Anglican, two taverns, two general stores, a harness maker, a cobbler, a wheelwright, a coffin maker, undertaker, a weaver, a carpenter shop and a blacksmith shop. Today it is a police village, has a post office and one general store, one church — United — and a school, S.S. No. 7. The school was not the first one on this site. It was built about 1860 to replace a small square building which was moved and used as a residence. The attendance at school in those days was between ninety and one hundred pupils. The older ones sat on benches around the walls and the smaller ones on the platform. In 1886 a diploma and medal were presented to this school by Queen Victoria for superior handwriting, said to have been the best in Ontario.

First Council

One hundred years ago, the Municipal Council of Caistor was composed of David Tice, Reeve, Michael Lymburner, Joseph Gilbert, John Hutton and John Shepherd, and the clerk was James Tisdale. An interesting resolution passed at this session was one praying the Legislature to separate Caistor from Lincoln and attach

it to Haldimand. Today the Reeve of Caistor is A. Killins, the clerk Gordon Grant.

Travelling through Caistor one is reminded that this township has more bushland than any other part of Lincoln County. Trees line the streams so close that their foliage is reflected in the quiet waters. Almost every farm has a wood lot or a cluster of trees in a meadow.

Thorn apple trees and elderberry bushes mingle with wild vines and shrubs in the hedgerows. Farms are generally quite large, with well tilled fields bordering the roadways and herds of cattle grazing on wide meadows. Here and there flocks of sheep cluster close in shady spots along the fences. One leaves Caistor township realizing that pastoral scenes of beauty may still be found within the confines of Lincoln County.

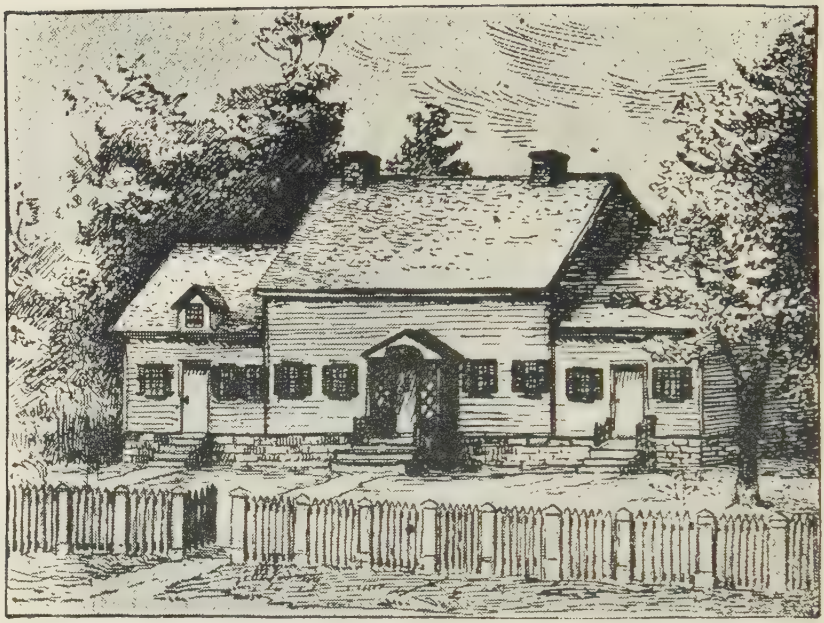
Grimsby Township

Grimsby township was first designated as No. 6. It was called Grimsby after a town on the east coast of England, which had received its name from "Grim", one of the Danish invaders. According to tradition, it was the ancient "Grimsbi" mentioned in "The Lay of Havelock the Dane."

Grimsby is the northwestern township in Lincoln County, bounded on the east by Clinton, on the south by Gainsborough and Caistor townships, on the west by Saltfleet and Binbrook townships in Wentworth County, and on the north by Lake Ontario.

One hundred years ago Grimsby was not yet divided into the two municipalities as it is today. Therefore as one township it holds the record of municipal government for the Province of On-

The Forty Pond. A view taken from the lake, showing the escarpment in the background. Mrs. Simcoe, making her first visit to The Forty in 1794 writes: "We coasted to the Forty Mile Creek and passed in at three o'clock. The mouth of the creek forms a fine scene, a very bold spur of high land appears beautiful in the distance".



John Green's House where the first Municipal Council in Upper Canada met, 5 April, 1790. This is where Governor Simcoe and his lady stopped in their journey through the district.

tario, the first meeting being held April 5, 1790. It is described as follows:

> "At a meeting of the Inhabitants of Township No. 6, this fifth day of April, 1790, at the house of Mr. John Green, according to an order from Court and an advertisement for that purpose, the following persons were elected into the offices annexed to their names and presented to the Honourable Court for their Confirmation.
>
> John Moore ..... Clark
> John Beamer ..... Constable
> Levi Lewis ..... Overseer of poore
> Levi Lewis, John Green ..... Overseer of roads
> John Pettit, Levi Lewis ..... Viewers of fences and Prisers of damage
>
> At the same time a vote was passed by a majority that no fence should be left more than five inches between the rails to the 4th rail."

The Municipal Council meetings were held at various places in Grimsby until 1837 and in that year and every alternate year following at Smithville. The last meeting before the division of the township into North and South Grimsby was presumably held at

Smithville, since the old minute book was found in possession of South Grimsby township. The book was taken to the Ontario Archives in Toronto for preservation by the Clerk, Mr. Clarence Merritt, and South Grimsby Council received a leather bound photostat copy to replace the one now recognized as the earliest recorded local government in Ontario.

One hundred years ago — 1856 — Grimsby Township Reeve was R. Miller and the Clerk, James Hindson.

South Grimsby Township

South Grimsby township is watered by The Twenty, the Indian name for the stream being "Kenachdaw," which means "Lead River." This metal was found along the shores of The Twenty and in the early days both Indian and white settlers replenished their magazines with lead, mostly from around Smithville and Morse's Rapids.

Several smaller creeks empty into the Twenty — the Black and the Sinkhole Creeks, and one termed the Eight Mile on which James Oille built a sawmill. The Township was at one time well timbered. In the valley of the Twenty oak and pine trees were cut which were said to be as straight as a candle, measuring from five to six feet in diameter, and from 60 to 125 feet high. Wild grapes,

The century old Jackson homestead near Fulton. It is situated on Sink Hole creek, which empties into The Twenty. This creek is fed by springs and never runs dry.

Fulton Stone Church and churchyard, South Grimsby.

plums and crab apple trees, and several kinds of wild berries grew here in abundance.

The first settlers in South Grimsby were the Griffin, Hill, Adam, Bell, Harris, Lounsbury, Meredith, North, Myers, Nelson and Merritt families. The latter founded Merritt's Settlement on the Twenty. They were the men and women who, though sad at parting with loved ones and leaving their homes in the United States, were yet filled with hope for a future under the British flag. One hundred years ago they had conquered the wilderness and were to be found on well-ordered prosperous farms scattered throughout the district. Today, many new names are noted on the rural mail boxes, but in many instances descendants of the first families are still tilling the crown grants and continue to live in the old homesteads.

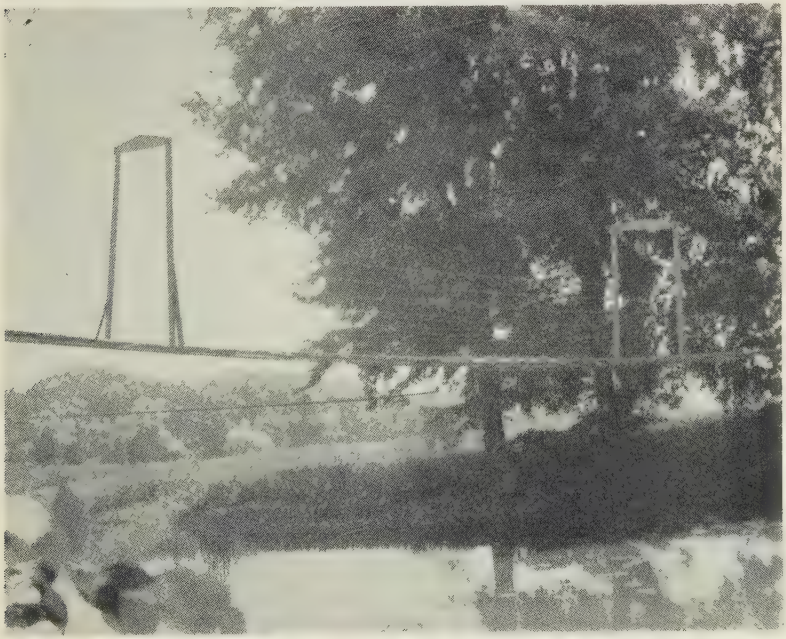
In 1833, when South Grimsby township came into being, the Reeve was James Oille and the Clerk, Edward Irvine.

Smithville

Smithville, the well known village of South Grimsby, was first settled by Richard Griffin and his family, who came from Nine Partners, New York State in 1787. The names of his sons were Abraham, Edward, Nathaniel, Isaiah, Smith, Jonathan, and Richard Jr. They settled on Lots 8, 9 and 10, Concession IX, on the

Twenty. Solomon Hill, who married Bethia, daughter of Richard Griffin, settled on Lot 6; Charles Meredith on Lot 7; Thomas Harris on Lot 11, and Thomas North on Lot 12. These lots, all in the 9th Concession became the settlement first known as Griffintown but later renamed Smithville after Mrs. Griffin, whose maiden name was Mary Smith. All of these pioneers became active in the affairs of the township, their names appearing in the council minutes from 1796 until well after the turn of the century. Solomon Hill was one of two "Assessors" in 1789, and in 1803 he became a member of the Legislative Council.

Frank Page in his "Story of Smithville" claims that Edward "Ned" Griffin was really the founder of the village. He it was who felled the first tree, chose the village site, cleared the first acre of land, built the first house and lived his entire life in the village. Smith Griffin, one of the younger sons, was also enterprising. In 1810 he built a treadmill. Settlers who wanted their grain ground were required to provide their own motive power by putting their oxen on the tread. Later, when the young miller built a dam on the Twenty, he dispensed with the use of ox power and made local history. Smith started an ashery and made soda and he and his brother Ned opened a general store. They bartered their goods and commodities for pork and beef brought in by the farmers. These



Swing Bridge over The Twenty near the outskirts of Smithville village.

Old Teeter Mill at Smithville.

products were then dispatched to Montreal and other ports by boat in summer and sleigh in winter.

The first school in Smithville was erected in 1795, and the first church was built by the Wesleyan Methodists in 1821. Today the education of the rising generation is looked after in modern fashion by a centralized Public School system and a new High School. The churches now number seven, United, Church of Christ, Roman Catholic, Presbyterian, Anglican, and two new congregations, the old Christian Reformed and St. Matthew's Lutheran.

Smithville first became a police village in 1887 the trustees at that time being Edward Adkins, Andrew Patterson, and Hugh Walker. For some unexplained reason this arrangement proved unsatisfactory and in 1889 the village again became a part of the township. It was not until 1914 that it was reorganized as a police village. At that time the trustees were Roy J. Goring, Charles Grassie and W. H. Patterson. Today they are W. A. Edwards, George Hardman and A. J. Pennell.

Quite a number of industries have recently set up business in Smithville — the Ralston Purina Company, the Paul Ludwig Knitting Mill, the Swiftfoot shoe factory and the Superior Propane Gas Company. A new enterprise expected to be in operation by January 1, 1957 is the General Refractories Company of Canada, which will manufacture fireproof materials of all kinds.

Smithville has a population nearing 1,000. It has a Chamber of Commerce and a Planning Board. It is a flourishing village, looking to the future with careful consideration, and yet mindful of the early days when it was one of the first settlements of Upper Canada.

This year a plaque will be placed in the village by the Griffin family to commemorate the founding of Smithville. The inscription on the tablet will read:

New High School, Smithville.

White Inn at Smithville. Built well over a century ago and believed to have been the house of Isaac Overholt, where early council meetings were held.

In grateful memory of Edward Griffin and his
descendants, born 1764, died 13 April, 1863
Second son of
Richard Griffin and Mary Smith.
He came to Canada in 1786 and settled on the
site of the present village of Smithville.

This tablet was erected by members of the Griffin Clan.

North Grimsby Township

The first Loyalists and pioneers to come into the northern part of the township settled along the shores of Lake Ontario, along The Forty creek and on top of the escarpment, in what was later the Third Concession. They were the families of Anderson, Beamer, Book, Chambers, Glover, Green, Hixon, Lawrason, Lawrence, Lewis, Moore, Neil, Nelles, Nixon, Palmer, Pettit, Smith, Walker, Woolverton, and many others.

The Forty Mile Creek is a picturesque stream that has two branches; the western which rises in Saltfleet township, Wentworth County, and flowing eastward joins a short eastern branch on the line between Lots 10 and 11, Concession IV, Grimsby township. From here the waters cascade over the escarpment to form Beamer's

Old blacksmith shop at Grassie's Corners (Grassie). John Grassie in the background. Michael Webb with his horses.

St. Andrew's Anglican church, one of the oldest in the Niagara peninsula. It held its 150th Anniversary of first church and parish in 1944.

Falls. then dashing on down over huge boulders, it reaches the town of Grimsby and flows on to Lake Ontario.

The land bordering the lake is largely rich sandy soil and forms a portion of the great fruit growing area of the Niagara Peninsula.

Most of the first settlers came into the township about 1787-1788, when it was merely termed township No. 6. They built log dwellings and barns, and as indicated in the first Grimsby Council meeting, by 1790 they had cleared enough land to require fences. These snake fences as well as stump fences were in use for nearly a century, but they are fast disappearing from the Canadian scene.

Most of the original grants of land comprised about 200 acres, but over the years, with mixed farming giving way to fruit growing, the farms have been divided again and again until now they average around 50 acres or less, with some as small as six or seven acres.

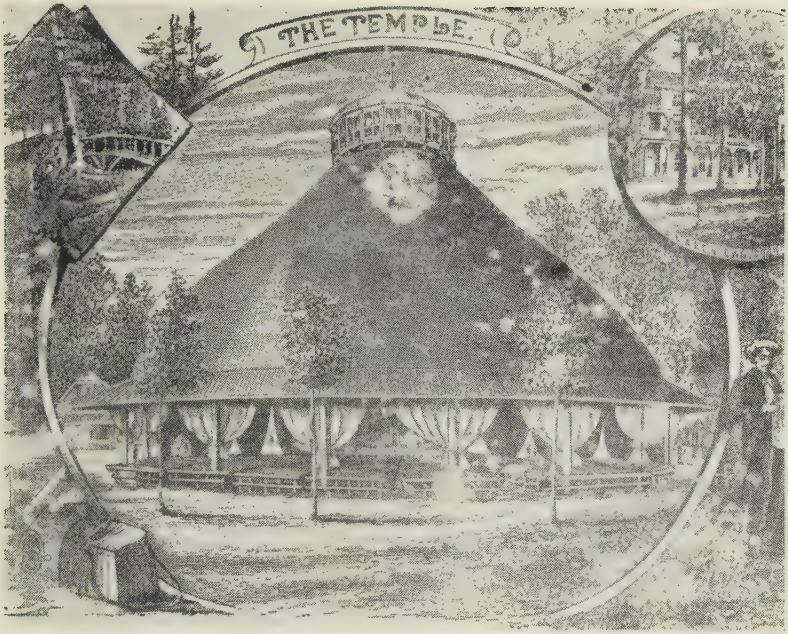
North Grimsby township boasts but one town, Grimsby; but it has had several small hamlets usually named after people who have settled nearby. **Muir's Settlement,** sometimes referred to as the "Scotch Block" was at the west end of the township in the Seventh Concession, on the line between what is now North and South Grimsby. Neighbouring **Grassie** was first called Grassie's Corners,

after John Grassie who built a blacksmith shop there. The shop has long since disappeared, but Grassie now has a general store, garage and a post office.

Grimsby Beach, a thriving community, is two miles east of Grimsby town. It was first the old Methodist Camp Meeting Ground which came into being about a century ago. John Beamer Bowslaugh set aside a strip of land along the lake front for this purpose. The early meetings held there were characterized by great simplicity and earnestness of worship. They were usually held the last week in August, including one Sunday. Worshippers brought lunch baskets and provisions and picnicked in the woods or on the shore. During the hours of service crowds frequently filled the auditorium to overflowing, with hundreds standing outside.

In 1874 it was found that the old camp must undergo extensive repairs if it was to continue, and steps were taken to organize a company to take over the grounds. Thereafter for some time it was known as the Ontario Methodist Camp Meeting Ground. Fourteen years later the Company erected "The Temple". This structure is described by W. T. Goffe in a booklet entitled "Illustrated and Descriptive Souvenir of Grimsby and District".

Entrance Gate to Grimsby Beach Park. It was erected in 1939 in commemoration of the visit to Canada of King George VI and Queen Elizabeth.



The Temple which was built in 1888 in the Methodist Camp Meeting Ground, now Grimsby Beach. It was termed 'A marvel of construction'.

"The Temple is truly a marvel of construction and baffles description. It stretches its wide umbrella-lake expanse over the place where 'the fathers' held their out-of-door meetings, and underneath its ample shade seven or eight thousand people can be assembled. The dome of this unique and remarkable creation is 122 feet in diameter and is constructed without brace or truss of any kind. From the ground to the top of the dome is 100 feet, and from it the city of Toronto can be plainly seen.

In the construction 108,000 feet of lumber and 7,000 lbs. of nails were used. The piazza surrounding it is 15 feet wide and is capable of seating an enormous concourse of people. A magnificient amphitheatre, a palace of beauty, where every season thousands of people gather beneath it to hear the greatest preachers and orators the American continent can produce."

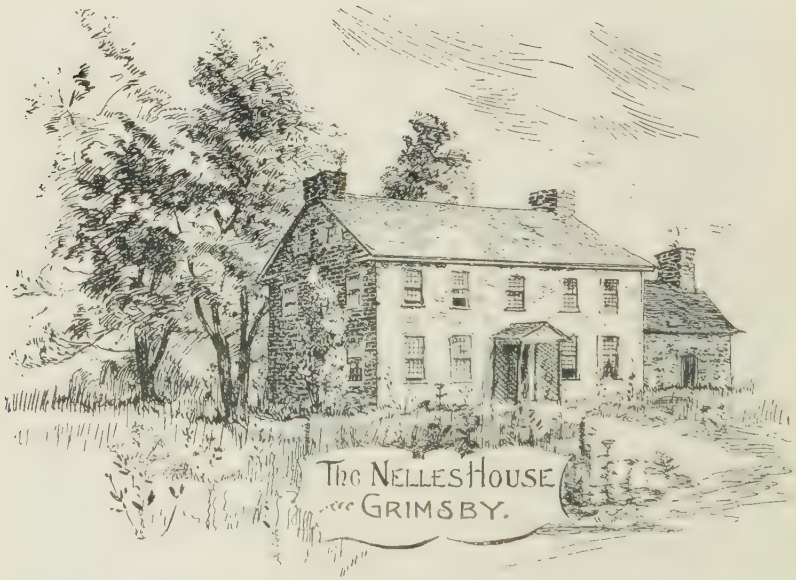
The Ontario Camp Meeting ground gradually became known as Grimsby Park and thus it remained until about 1908 when the property passed into the hands of a trust company. It was sold to H. H. Wylie of Cleveland, who opened it as an amusement park and later formed the Grimsby Beach Company. In 1917 it was sold to the Canada Steamship Lines. Two passenger boats each day brought visitors by lake, while the H.G. & B. electric railway and the old Grand Trunk railway carried land passengers. The

passing of the H.G. & B. railway hastened the end of the amusement park, which was then handed over to the Cottagers' Association. The park is now known as Grimsby Beach.

The Boys' Tabernacle has for a number of years been a place of worship with non-denominational services, and in recent years an Anglican church, St. Philip's-by-the-Lake, has been erected.

Some sections of Grimsby township, both above and below the escarpment, have more the appearance of a town than a township. Fine residences along No. 8 highway and the Ridge Road stand close together sometimes divided only by well kept lawns and hedges. Small farms stretch behind them, the frontage having been sold for building purposes. In many instances, entire farms have been sold for new surveys forming numerous small residential centres. The past few years have witnessed a changing scene; one that is giving great concern to those who cherish this fruitful land so long known as the centre of the "Garden of Canada".

When Grimsby township was divided in 1883, the first Reeve of North Grimsby was Jonathan Carpenter, and the Clerk was Walter V. Hare. Today the Reeve is W. H. Betts and the Clerk Gordon Metcalfe.



"The Manor" built by Col. Robert Nelles in 1798. It is often described as the oldest house standing between the Niagara frontier and the Bay of Quinte, and still used as a residence. Now the home of Nelles Rutherford, great-grandson of the builder.

Grimsby Town

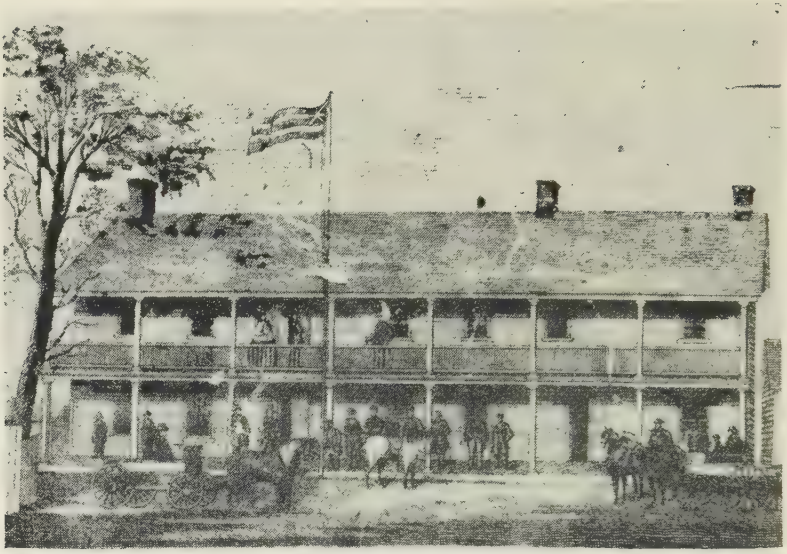
Grimsby has a historical background that few places in Ontario can equal. Before the coming of the Loyalists, 1783-1787, the land in this area was owned by the Indians and broken only by their trails and by a stream that cascaded down the hill, flowed across the plain and emptied into Lake Ontario.

Along the creek and stretching out on either side the first white settlers took up their land, built their log-cabin dwellings and founded the settlement of The Forty. It was known by that name until after the War of 1812.

Within a few years three mills were built on the creek — John Green's in 1789, the Nelles mill in 1792 and a little later, John Beamer's on top of the hill.

When Mrs. Simcoe, wife of the Lieut.-Governor, visited The Forty in 1794-1796 she described the beauty of the scenery and the activities of the inhabitants, who she said numbered one hundred.

Cypress Inn stood west of the town near Cypress Creek. It was erected about 1829 by Morris Udell and was for many years a stage-coach stop.



The Mansion House. This was built by Ralph Walker, Loyalist, and taken over by his son-in-law, Captain Andrew Randall. Many of the early elections and council meetings were held in this Inn.

At the time of the War of 1812, The Forty was a growing community. It had two schools, one a little to the west and the other to the east of the hamlet. An Episcopal Church, a little frame building, stood on the lot where St. Andrew's stands today, and near the creek were several stores, two distilleries and a parade ground, now the small Municipal park on which the present Municipal building stands. This was where the 4th Lincoln Regiment paraded and held training days. The regiment was comprised of the men from Clinton, Caistor, Gainsborough and Grimsby townships.

Then came war, during which the little settlement was a camping ground for British, Canadian and enemy forces. It finally proved to be a battle ground, when on June 13, 1813, the "Engagement at The Forty" took place. Last year, 1955, the Historic Sites and Monument Board of Canada recognized the importance of this engagement and presented Grimsby with a plaque to commemorate the occasion.

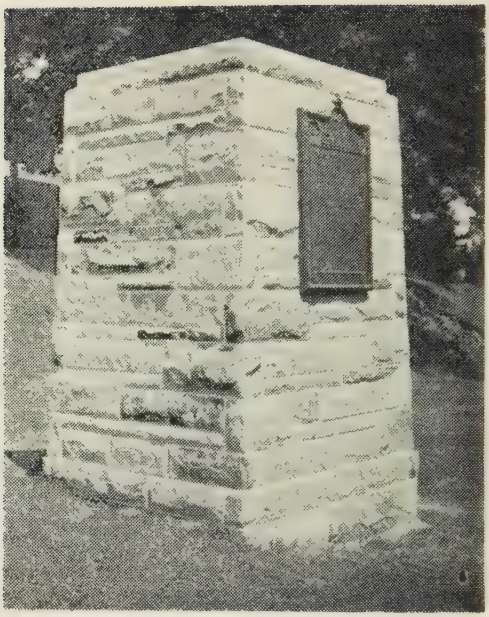
As a result of the invasion, The Forty and surrounding district suffered heavy losses. Cattle, fields of grain and fences were destroyed, which meant that the inhabitants had to rebuild and replant.

About 1816 The Forty became Grimsby and had its first post office. William Crooks was the postmaster.

A century ago the main business section of Grimsby was located west of the creek, along the main highway and beyond St. Andrew's Church. W. W. Kitchen had a canning factory in his drive shed on Lot 12. Cypress Inn, taking its name from Cypress creek and hill, stood where the winery stands today. It was owned and operated by Morris Udell and was a stage-coach stop. Across the road was Dennis Palmer's residence and a little to the east his foundry. There was a blacksmith shop owned by a man named Dunston opposite the present St. Andrew's Avenue. Robert F. Nelles had a merchant shop and post office on the corner a little way from his house — now 125 Main Street west, and from there on to the bridge were several stores, a Presbyterian Church and a Mechanic's Hall. East of the bridge stood Ralph Walker's Inn, then owned and operated by his son-in-law, Andrew Randall. Now a part of it is called The Mansion Apartments.

Grimsby was first incorporated as a village in 1876, John Grout being the first reeve and James Randall, the clerk. Forty-six years later Grimsby became a town, with the late Charles T. Farrell its mayor and W. F. Randall the clerk.

Grimsby's Main Street, looking west.



The Cairn and Plague commemorating the 'Engagement at The Forty', 8 June, 1813. Waterworks Park, Grimsby.

Today Grimsby's Main Street is lined with stores and business offices. It is perhaps more a residential than a manufacturing town, yet it can claim a Metal Craft Company, Grimsby Stove and Furnace Foundry, C. W. Lewis & Son Spraying Equipment, Canadian Westinghouse Co. Ltd., Brock Snyder Manufacturing Co., which turns out electric appliances, an ice plant and cold storage, a basket factory, a canning factory, and a winery. A new industry, Jason Enterprises, is making marble-like garden benches, sun-dials, bird baths, urns, fountains, and a variety of animal figures. Grimsby is also the headquarters of Niagara Packers, which handles and ships thousands of baskets of fruit daily throughout the season, the product of the great fruit orchards and vineyards of the garden of Canada.

Grimsby has a high school, a public school, a separate school, and no less than eight churches, the oldest being St. Andrew's Anglican. The Independent, one of Ontario's leading weekly newspapers, was established by James A. Livingston in 1885. Today it advertises itself as "More than a newspaper — a community service." The editor is J. Orlon Livingston, son of the founder. The able manager of the printing plant is W. M. (Dyke) Lawson.

As Niagara-on-the-Lake rightly boasts many firsts in the Annals of Lincoln County, so Grimsby can lay claim to being the cradle of Municipal Government for Ontario, the first council meeting having been held here at John Green's house, April 5th, 1790.

The known history, the legends and stories about this early settlement, should furnish the historians of the future with precious and abundant material that should instil in the minds and hearts of its children a love and loyalty for their home town of Grimsby.

West Lincoln Memorial Hospital, formally opened to the public in 1949.

Grimsby and District High School.

In Conclusion

We have told the story of Lincoln County from the days when it belonged to the Indians to the present time. We have recorded the coming of the first white settlers, their struggle with and conquest of the wilderness and their sacrifices and endeavours to retain their land against invasion. We have told of the progress of our county in transportation and industry, in the products of forest and field, and growth of our townships and the building of our towns and villages.

In the past century great changes have taken place. Science has made unbelievable strides and knowledge has been increased a thousand fold. What of the next hundred years? What of the future?

We, the citizens of today, are making the history that will be recorded in the years to come. If we retain something of the spirit and vision of the first builders of Lincoln County, if we hold fast the faith they have left us, and cherish our heritage, then we can march forward into the future with high courage and make our history worth recording.

Acknowledgements

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WARDENS OF THE UNITED COUNTIES OF LINCOLN AND WELLAND FROM THE YEAR 1852 TO THE YEAR 1856

Year	Wardens	Reeves and Deputy Reeves
1852—	John C. Ball	Reeve of Stamford
1853—	William McMicking	Reeve of Stamford
1854—	Elias Smith Adams	Reeve of St. Catharines
1855—	John Simpson	Reeve of Niagara Town
1856—	George Ryckert	Reeve of St. Catharines

WARDENS OF THE COUNTY OF LINCOLN FROM THE YEAR 1856 TO THE YEAR 1956, INCLUSIVE

1856—	George Ryckert	Reeve of St. Catharines
1857—	Hon. James G. Currie	Dep. Reeve of St. Catharines
1858—	William McGivern	Reeve of St. Catharines
1859—	J. C. Ryckert	Reeve of Grantham
1860—	J. C. Ryckert	Reeve of Grantham
1861—	George Secord	Reeve of Gainsboro
1862—	Abishai Morse	Reeve of Grimsby
1863—	John Lawrie	Reeve of Port Dalhousie
1864—	William Kew	Reeve of Clinton
1865—	Angus Cook	Reeve of Grantham
1866—	Angus Cook	Reeve of Grantham
1867—	J. C . Ryckert	Reeve of St. Catharines
1868—	J. C. Ryckert	Reeve of St. Catharines
1869—	John Lawrie	Dep. Reeve of Port Dalhousie
1870—	John Lawrie	Reeve of Port Dalhousie
1871—	S. J. J. Brown	Reeve of Niagara Township
1872—	James Douglas	Dep. Reeve of St. Catharines
1873—	William Brown	Reeve of Caistor Township
1874—	Calvin Brown	Dep. Reeve of St. Catharines
1875—	Henry Wismer	Reeve of Louth
1876—	Robert Kemp	Reeve of Clinton
1877—	Stephen H. Follett	Reeve of Niagara Town
1878—	John L. Heaslip	Reeve of Gainsboro
1879—	Thomas Keyes	Reeve of Grantham
1880—	John H. Grout	Reeve of Grimsby Village
1881—	Ira F. Culp	Reeve of Clinton
1882—	John Lawrie	Reeve of Port Dalhousie
1883—	Frank Wyatt	Reeve of Louth
1884—	James Hiscott	Reeve of Niagara Township
1885—	Jacob Woodruff Strong	Reeve of Gainsboro
1886—	Jonathan Carpenter	Reeve of North Grimsby
1887—	James Oille	Reeve of South Grimsby
1887—	John Bishop	Reeve of Niagara Town
1888—	John Bishop	Reeve of Niagara Town
1889—	Eugene F. Dwyer	Reeve of Port Dalhousie
1890—	John McClean	Reeve of Merritton
1891—	Charles Shirton	Reeve of Caistor
1892—	Wm. F. Clark	Reeve of Grimsby Village
1893—	Daniel B. Rittenhouse	Reeve of Louth
1894—	James R. R. Secord	Reeve of Grantham

1895—John Ritchie ..... Reeve of Beamsville
1896—Daniel H. Moyer ..... Reeve of Clinton
1897—John Jackson ..... County Councillor, Div. No. 4
1898—Jessie M. Ness ..... County Councillor, Div. No. 2
1899—W. F. Wiley ..... County Councillor, Div. No. 2
1900—W. H. J. Evans ..... County Councillor, Div. No. 1
1901—Daniel H. Moyer ..... County Councillor, Div. No. 3
1902—Frederick A. Goring ..... County Councillor, Div. No. 1
1903—David Jackson ..... County Councillor, Div. No. 4
1904—John A. Dalrymple ..... County Councillor, Div. No. 3
1905—Wm. B. Calder ..... County Councillor, Div. No. 4
1906—Samuel L. Crow ..... County Councillor, Div. No. 2
1907—Joseph F. Greene ..... Reeve of Niagara Town
1908—Frank H. Lowrie ..... Reeve of Niagara Township
1909—Thomas W. Allen ..... Reeve of North Grimsby
1910—William Mitchell ..... Reeve of Grimsby Village
1911—Jason L. Merritt ..... Reeve of South Grimsby
1912—Adam Craise ..... Reeve of Louth
1913—John M. Lymburner ..... Reeve of Caistor
1914—James Aikins ..... Reeve of Niagara Town
1915—Lewis H. Collard ..... Reeve of Niagara Township
1916—Thomas O. Johnston ..... Reeve of Port Dalhousie
1917—Charles H. Claus ..... Reeve of Louth
1918—Hamilton Fleming ..... Reeve of North Grimsby
1919—Joseph E. Masters ..... Reeve of Niagara Town
1920—Charles E. Garlett ..... Reeve of Beamsville
1921—Richard W. Lane ..... Reeve of Gainsboro
1922—G. Arthur Welstead ..... Reeve of Grantham
1923—Robert H. Kemp ..... Reeve of Clinton
1924—William A. Richardson ..... Reeve of Merritton
1925—Frederick C. Haynes ..... Reeve of Grantham
1926—Robert H. Johnston ..... Reeve of Port Dalhousie
1927—Harlan Strong ..... Reeve of Gainsboro
1928—Robert G. Dawson ..... Reeve of Niagara Township
1929—James MacPhee ..... Reeve of Niagara Town
1930—Frederick A. Oakes ..... Reeve of North Grimsby
1931—Robert E. Book ..... Reeve of South Grimsby
1932—J. Arthur Swayze ..... Reeve of Grantham
1933—Wm. T. Fralick ..... Reeve of Gainsboro
1934—J. R. Stork ..... Reeve of Louth
1935—E. B. Osborne ..... Reeve of Beamsville
1936—John E. Lawson ..... Reeve of North Grimsby
1937—Stanley Stirling ..... Reeve of Niagara Township
1938—Stanley Young ..... Reeve of Caistor Township
1939—Ernest H. Hack ..... Reeve of Grantham
1940—Richard Morley ..... Reeve of Clinton
1941—Walter H. Sheppard ..... Reeve of Niagara Township
1942—William E. Heaslip ..... Reeve of Gainsboro
1943—Charles W. Durham ..... Reeve of North Grimsby
1944—Norman D. Miller ..... Reeve of Louth
1945—Cecil Secord ..... Reeve of Grantham
1946—Robert M. Johnston ..... Reeve of Port Dalhousie
1947—Wilfred L. Patterson ..... Reeve of Niagara Town
1948—Franklin L. Laundry ..... Reeve of Beamsville Village
1949—Leslie R. Lymburner ..... Reeve of Caistor Township
1950—Harold S. Freure ..... Reeve of Clinton Township
1951—J. Douglas Taylor ..... Reeve of Louth Township
1952—J. Harold Clark ..... Reeve of South Grimsby Township
1953—S. G. Bartlett ..... Reeve of North Grimsby Township
1954—Keith D. Walker ..... Reeve of Grantham Township
1955—William J. Hunter ..... Reeve of Niagara Township
1956—Grapho G. Lane ..... Reeve of Gainsboro Township

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